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THE TIMES

Wealth tax on art:
Will there be
second thoughts? p 14

Banks nationalization plan to go before labour policy group

Labour Party's home policy committee, under the chairmanship of Wedgwood Benn, Secretary for Industry, is to consider a confidential Transport document suggesting that more of the big learning should be nationalized.

Move to sway party conference

Home policy committee is that it should take a fairly clear view on banking and finance. The committee is to consider a confidential Transport document suggesting that more of the big learning should be nationalized.

Keep Mr Benn, rail chief demands

Labour Staff... Mr Benn... The rail chief demands that Mr Benn should remain in his position.

Mr Crosland says pay and price rises have put Britain on suicide course

Mr Crosland says that the current rate of pay and price increases has put Britain on a "suicide course".

France sees F16 sale as blow to European air industry

France sees the sale of F16 fighters to the United States as a significant blow to the European air industry.

Mr Wilson opens new chapter on EEC

By David Wood
Political Editor
The Prime Minister and Mr Wedgwood Benn, Secretary of State for Industry, whose ministerial future he has put under question, will share the limelight when the House of Commons reassembles at Westminster today after the spring recess and the overwhelming "Yes" given at the end of the EEC referendum campaign last Thursday.



Wet enough for June: The Prime Minister and Mr Wedgwood Benn, Secretary of State for Industry, whose ministerial future he has put under question, will share the limelight when the House of Commons reassembles at Westminster today after the spring recess and the overwhelming "Yes" given at the end of the EEC referendum campaign last Thursday.

Mr Stonehouse to try to fly home today

By Philip Howard
Mr John Stonehouse, the MP for Walsall North who "disappeared" to reappear in Australia, telephoned The Times today to say he is catching a flight home today.

Prime Minister to clarify NEB role

Guidelines are seen to be issued by the Government to define more precisely the role of the National Enterprise Board. Prepared under the direction of the Prime Minister, they will aim at allaying industrialists' fears over features of the Industrial Bill, in tackling uncertainty in the private sector. Mr Wilson will also have to clarify Mr Benn's future position.

Mr Prentice rejects Tory 'moderation'

Mr Prentice, Secretary of State for Education and Science, yesterday rejected Sir Geoffrey Howe's proposal for "moderation" in Government policies. He said he did not regard Sir Geoffrey and Mrs Thatcher as moderates. He also denied that there was a contradiction between his utterances and his education policies.

CIA report fears

President Ford faces a storm over the report of the Rockefeller Commission's inquiry into the work of the Central Intelligence Agency. Fears are being expressed that the report may never be published, or that only an "edited" version may appear.

Greek charter of rights

The Greek Parliament has adopted a new constitution which establishes a parliamentary republic with considerable executive power for the President. However, the opposition parties boycotted the session and denounced the charter as undemocratic. Mr Karamanlis, the Prime Minister, described it as "democratic, liberal and progressive".

Cambridge Union fire

The Victorian debating chamber of the Cambridge Union Society was badly damaged by fire last night. Part of the roof over the gallery chamber, which is laid out in parliamentary style, was destroyed, but firemen, who fought the blaze for four hours, prevented it from spreading to other parts of the building, which includes a library.

Ulster inquiry: An intensive official investigation has begun into claims in The Sunday Times that secret Army dossiers on the IRA were passed to Protestant extremists.

Portugal: President Costa Gomes pleads for understanding abroad that his country is not yet ready for the "classic electoral system" of Western democracies.

Motor racing: Niki Lauda wins the Swedish Grand Prix to take a 10-point lead in the world championship.

150 Years of Railways: A Special Report on the past, present and future of the system 12, 13

Sport, pages 8-10 Tennis: Nastase beaten in French championships; Racing: Val de l'Orne wins French Derby at Chantilly; Yachting: Admiral's Cup trials

Obituary, page 16 Miss Evelyn Brent, Mr L. J. Lloyd

Business News, pages 12-22 Business Management: Derek Harris looks at the way banks are adjusting to a new image; backing for executives' incentives; retraining opportunities for the jobless manager

Business features: David Blake takes an in-depth look at what we can now expect from the EEC; Hugh Stephenson looks at where our regional policies go wrong

Business diary in Europe: A look at the men who played a key role in stopping the new St Malo-Southampton ferry

Man charged with seven rapes at Cambridge

From Our Correspondent
Cambridge
A man is to appear in court today at Cambridge charged in connexion with the rape of seven women in the city since last October.

25 killed in German train crash

Holzkirchen, West Germany, June 8.—At least 25 people were killed and more than 50 injured in a collision between a passenger train and a truck near here tonight, police said. It was feared the final death toll could be much higher.

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HOME NEWS

Drunkenness among children a serious aspect of growing alcohol addiction in Scotland

Regional report

Ronald Faux
Glasgow

will be branded as a cissy for refusing to be friendly with them he will drink whether or not he enjoys alcohol and its effects."

Between 1966 and 1971, the latest figures available, the number of convictions in Scotland for drunkenness among children rose from 273 to 445. The number for the 13 to 21 age group increased only slightly. A report on teenage drinking by the Grassmarket Urban Aid project team, Edinburgh, concluded that society was not aware enough of the serious implications of teenage drunkenness or that it might mean the long-term possibility of alcoholism and a shorter life.

Another social worker in Edinburgh believes the answer might come with a change of social attitudes. She said: "Many Scots seem either to be clear-eyed Calvinists or less clear-eyed sceptics on this subject. There is a terrible tradition of excessive drinking among Gaels and I suppose this either rubs off or is handed down. Surely the truth lies in the moderate centre, as they say in politics."

Archibald Thomas visits schools in the city pointing out the modern version of the evils of drink. "If I went like a parson preaching they would ignore me. You have to be direct with 14-16-year-olds. Tell them it is a bad thing without explaining why, and they would probably do it for experiment. But spell it out on the line precisely what too much drink can do and you can hope they will listen and understand."

A Glasgow teacher suspected that some of his pupils aged between 15 and 16 sometimes arrived in class suffering from a hangover. "It is difficult for them," he said, "if it is the social thing to drink and a boy

pressure is dangerous and offensive." Mr. Archibald Thomas, director of the Glasgow Council on Alcoholism, said: "They achieved the remarkable effect of making men feel manly and women feel feminine at the same time."

Another community worker said: "Beer cans should have a government health warning like cigarette packs, or a notice saying 'too many of these will make you fat, stupid, antisocial, and a drunk'."

The problem of teenage drinking in Scotland has been made worse by the availability of alcohol vending machines, and by an apparently more relaxed attitude towards teenage drinking among adults. Young people have more money to spend on drink, and licensees complain that it is often impossible to judge by appearances whether a young customer is under age.

More invalid tricycle drivers hurt

By A Staff Reporter

The number and proportion of drivers of invalid tricycles who are injured in accidents is rising steadily. That is shown by the latest figures issued by the Department of Health and Social Security.

In the six months to March 31, there were 234 accidents that caused injury, among 20,692 tricycles on the road. In the year ended September 30, 1974, there were 419 injuries from 20,130 tricycles; in the previous year 362 injuries from 19,274 tricycles.

The comparable figures for cars adapted for disabled drivers, as recommended by Lady Sharp in her report on the subject last year, were: in the six months ended March 31, 49 accidents from 9,506 adapted cars; in the year ended September 30, 1974, 94 injuries from 9,741 cars; in the previous year, 82 injuries from 8,133 cars.

The Disabled Drivers' Action Group stated yesterday: "Mrs. Castle, the Secretary of State for Social Services, and Mr. Morris, the Minister for the Disabled, have been deliberately exposing severely handicapped tricycle drivers to a high risk of accident and injury."

"The refusal of the health ministers to commence replacing invalid tricycles with adapted cars, in the light of these figures, has proved an overwhelming case of negligence by their department. This negligence is prompting many tricycle drivers who are injured in accidents arising from the design of their vehicles to consider taking legal action against the department."

Treatment called outdated, ineffectual

By John Roper

Medical Reporter

Many agencies are treating alcoholics with outdated and ineffectual techniques, the Avon Council on Alcoholism says in a report today.

It believes patients could be treated for a third of the present health service cost if local voluntary agencies were supported by a community-based programme such as that set up by the council in Bristol.

The report criticizes management and trade unions for their attitude towards the alcohol industry.

It says that the industry is usually in the van when protecting the social and health functioning of employees, but failed to confront management with the issues it says.

There appeared to be an unwritten policy in industry that alcoholism among employees

should not be recognized as long as the sufferer concealed it. The council, which estimates that there are about 750,000 "problem drinkers" in the country and that up to 6 per cent of a workforce could be alcoholics, says that for 20 years it has been taking a "wait and see" attitude towards the industry. It says that there were insufficient treatment facilities and agencies to whom they could refer. That was no longer true.

A survey of 430 young people had shown that 16 per cent had shown some alcohol when they were worried. That could mean only that young people quickly learn the mood-altering effects of alcohol.

The community-based treatment programme, begun in Bristol a year ago, was an effective means of treatment leading to lasting recovery for countless

alcoholics whose chances had been minimal previously, the report says.

It records that a mother aged 43 whose family and doctor thought that she was alcoholic, although she did not drink and was a staunch member of a church temperance society, was found to be consuming up to six bottles a day of baby's gripe water. Some gripe waters, the report says, have twice the alcohol content of the average beer.

It was possible that the pleasant feeling and euphoria associated with drinking alcohol in adolescence; it appeared much more likely that the awareness of a mood-altering substance was learnt in the pram or cot.

Avon Council on Alcoholism, fifth report (14 Park Row, Bristol BS1 3JL, 40p).

Young probation officers 'see courts as hostile'

Young probation officers see themselves as "aliens" of their clients in the face of a hostile court and an oppressive society, according to a writer in *Probation Journal*, the magazine of the National Association of Probation Officers.

Mr. David Mathieson, assistant chief probation officer in Merseyside, says magistrates and judges must accept losing the traditional officer with the dark suit, white collar and grey tie. Many younger officers are eager to impose their influence on the service, often with disruptive effects. They have these days a very different concept of their role, consolidated by the generic social work base of their university training.

"The courts will have to learn to adjust. As the courts are in the main highly conservative, this will not be easy. But some degree of adjustment on their part is essential if all-out conflict with the probation and after-care service is to be avoided."

The new-style officer believes he is a professional on equal terms with the prosecution, the defence and the bench itself, the writer states.

"This need not become a competitive situation unless the courts choose to make it so. A different focus in client commitment is often mistaken for a lack of commitment. Nothing could be further from the truth. What younger officers lack in life experience, they make up for in terms of sheer energy, enthusiasm and concern for clients' well-being."

The report points out that the council supervises 58 types of tribunal. It calls for the establishment of a separate body to supervise supplementary benefit tribunals.

Probation Journal (Child Poverty Action Group, 1 Macklin Street, London, WC2Z 4DP).

Government aid sought in campaign against whaling

By Pearce Wright

Science Correspondent

As preparations are made for a meeting of the International Whaling Commission in London this month to revise the quotas for Japan and the Soviet Union, the remaining whaling fleets with deep-sea hunting vessels, efforts have been renewed to get whaling stopped.

The first letters have been exchanged between wildlife conservation groups and the Government to get Britain, which though no longer a member of the 15-nation commission, to play a more active role in protecting an endangered species.

The groups are emphasizing evidence of the steady decline in the size of sperm whales and humpbacks being caught and challenging the scientific basis on which the commission sets its quotas.

In recent years the average lengths of sperm whales being caught has dropped from about 56ft to under 48ft, and the weight from about 39 tons to 30 tons.

An unusual event in the long battle occurs tomorrow. Industrialists, academics and conservationists are taking part in a three-day international conference at Leeds University on industrial lubrication. A special exhibit organized by the Friends of the Earth shows the substitutes for sperm whale products used for lubricants, cutting and quenching oils in engineering work, and as fat lubricants in the leather industry.

Although whale meat is banned in the United Kingdom, sperm oil and other products are still used extensively. Sperm oil imports last year were almost 11,500 tons. Many wildlife experts believe it is far too high to conserve whale stocks.

The textile and leather industries are an important target for the campaigners because the oil is used to soften high quality leather for dresses, gloves, handbags and shoe and boot uppers. Many synthetic materials from the chemical and oil industries have been prepared to do the work of sperm oil in gearboxes and industrial lubricants. Substitutes also exist for leather and fashion industries.

Tribunals council accused of failing in role

By Our Legal Correspondent

The Council on Tribunals is failing to fulfil its role as watchdog for the ordinary citizen when dealing with complaints about the conduct of supplementary benefit appeal tribunals, according to a report published today by the Child Poverty Action Group.

It says that the overall record for complaints brought had been one of "lengthy delays and inactivity on the part of the council". In some cases the council had not even bothered to reply to serious complaints.

The group's experience of the council over the past three years "has done little to instil confidence in its effectiveness in dealing with complaints". The council was "a pretty ineffectual watchdog, lacking both bark and bite".

The report points out that the council supervises 58 types of tribunal. It calls for the establishment of a separate body to supervise supplementary benefit tribunals.

Probation Journal (Child Poverty Action Group, 1 Macklin Street, London, WC2Z 4DP).

Children Bill 'loads the dice more heavily against those already disadvantaged'

By Our Social Services

Correspondent

Radical changes to the Children Bill are proposed today by the British Association of Social Workers (BASW) to avoid discrimination against poor, one-parent or non-conforming families. The principal alterations would make the new adoption provisions part of a comprehensive child-care service, and provide for the promotion of services to prevent children from being separated from their families.

The proposals are contained in a detailed analysis of the Bill, as amended in the House of Lords. It gives a "warm welcome" to the idea of a comprehensive national adoption service, but is highly critical of the Bill's provisions on fostering and children in care.

Mr. Christopher Andrews, general secretary of BASW, said last night: "It is regrettable that the Bill does not just deal with matters relating to adoption. By extending it to cover foster children, legal represen-

tation of children and other matters relating to children in care, but not to services designed to facilitate the care of children within their own families, it fails to provide a balanced package to promote the welfare of children."

The analysis says that if the Bill as amended becomes law it will discourage many families from seeking help from social services, and lead to reluctance to allow their children to be fostered. But fostering, at its best, is acknowledged to be the best form of substitute care.

"It is perhaps not always appreciated that the vast majority of children in care are not children who have been abused or ill-treated by their parents," the analysis says. "Parents who are poor, homeless or sick constitute by far the largest proportion of parents of children in care; parents who need help not only from social services, but also from close attachment to their children, and vice versa."

There will always be children who need protection from their families if it continues. But substitute care is fraught with hazards. Many adoptions do not work out, and more than half of long-term foster-home placements break down. The shortcomings of institutional care are well documented.

"Yet the Bill says nothing about prevention or rehabilitation. It erects barriers to the rehabilitation of children with their families, and loads the dice even more heavily against those who are already disadvantaged."

The BASW wants the provisions in the Bill allowing fosterparents to take unilateral action over children in their care to be deleted. It also proposes new duties on local authorities in relation to private fostering, which it fears may be increased if the Bill as amended becomes law.

Analysis of Children Bill (British Association of Social Workers, 16 Kent Street, Birmingham B5 6RD, 75p).



George Logan (centre) and Patrick Fyfe (left) as the entertainers Hinge and Bracket appeared at Wigmore Hall, London, last night with Hilary Pritchard, the actress.

British Rail inquiry into crash today

From Our Correspondent

Stoke-on-Trent

A private inquiry into the Euston-Glasgow train crash, which killed six people and injured 38 at Nuneaton, Warwickshire, on Friday, is to be opened at Stoke-on-Trent today. British Rail said it would be "long and exhaustive".

This is our domestic inquiry, which is normal procedure after an accident of this magnitude. The witnesses will include anybody who can contribute to discovering how the crash was caused, mainly people employed by British Rail."

An official said an announcement of the date for the public inquiry could be expected next week from the Department of the Environment. The inquiry would probably open by the end of June.

Miss Susan Connell, aged 20, of Aberdeen, died in hospital at Nuneaton on Saturday afternoon, bringing the death toll to six.

Miss Norma Millar, aged 22, of Dundee, who was trapped in the wreckage of the train for six hours, suffered severe injuries to her left leg, but the West Midlands Regional Health Authority said surgeons decided it was not necessary to amputate.

Last night she was feeling "a lot better", the hospital said.

Two fire deaths in Glasgow

Mrs. Ona Hughes, aged 74, died in a tenement fire in Shaftesbury Street, Balmarnock, Glasgow, early yesterday. It was the second tenement fire death in the city in 24 hours.

Cecilia Carey, aged one, died in her top-floor home in Firpark Street, Dennistown. Her father was rescued by turntable ladder.

YES






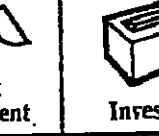
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HOME NEWS

Ban on parking before bombs trial opens in 900-year-old castle

From John Chartres
Lancaster

A ban on parking within a quarter of a mile of the 900-year-old Lancaster Castle was imposed yesterday as part of intensive security precautions surrounding the trial of six men accused of the murder of the 21 victims of last November's Birmingham public house bombings.

The name of the judge will not be disclosed until the court sits this morning in the Shire Hall, within the mile to the castle, where a special dock has been built to accommodate nine accused men and their escorts. In addition to the six charged with murder, three face conspiracy charges in connection with the explosions.

The trial is expected to last seven weeks and more than 100 witnesses are due to be called. Mr Henry Skinner, QC, and Mr Patrick Russell, QC, are appearing for the prosecution.

Lancashire County Council has asked the Home Office to relieve ratepayers of the normal obligation of paying for half of the administrative and security expenses of the trial, estimated to total about £100,000.

Lancaster was selected after a defence submission that it would be impossible to secure a fair trial in the Birmingham area because of the strength of

local feeling there. Councillor Frank Lofthouse, chairman of Lancashire police committee, said: "We are worried not just about the £50,000 which this trial will probably cost the ratepayers, but also about others of a similar nature which may be sent here in future. It is obvious that the castle is regarded as an ideal site when high security is required. We were not consulted."

Mr Walter Clegg, MP for North Fylde, is to question Mr Jenkins, the Home Secretary, in the Commons next week, and Mr Lofthouse said he hoped for support from Hampshire County Council, which has faced a similar situation with high-security trials at Winchester.

The trial will be adjourned for the day on Wednesday so that a 400-year-old ceremony can be held at the castle. The trial will be held in the castle, which has a long history of high security trials at Winchester.

Police have been ordered to close down the castle grounds and the castle itself, and the castle is being used as a medium security prison.

Pesticide is investigated after 700 geese die

The Ministry of Agriculture is investigating a recently introduced chemical seed dressing after the death of 700 geese. They died after feeding near fields of winter-sown wheat in Perthshire and near the Humber estuary.

The wheat seed had been treated with a pesticide named Trithion. It is one of two chemicals developed to replace Dieldrin, which caused a severe decline in birds of prey, including peregrines and sparrowhawks.

Trithion was subjected to approved laboratory and field tests before being passed as safe, but scientists believe the chemical may have "slipped through the net", and could pose a serious hazard, particularly for geese. Five hundred geese, mainly greylags, died at several roosting sites in Perthshire last December and more than 200 pink-footed geese were found dead near the Humber estuary earlier this year.

The situation has been brought to light by the Royal Society for the Protection of Birds publication, *Geese*. The society's senior research biologist, Dr James Cadbury, said: "The problem of seed dressing and the testing of pesticides before being released for use clearly needs further investigation."

Boy dies, friend badly burnt in tent blaze

A boy aged nine died and another, aged 14, was critically ill last night with severe burns after a tent burst into flames. The boy, Gregory Secker, of Guide, near Blackburn, Lancashire, his friend, Christopher Holden, also of Guide, was taken to Blackburn Royal Infirmary. Christopher Holden's father said his son was badly injured and he was being managed to get home and call for help.

Victims of air crash

Two men who died when their light aircraft crashed during an air show at Chesham Magna, Avon, on Saturday, were named yesterday as Mr James Hamilton, aged 56, an electrical engineer of Tunbridge Wells, Kent, and Mr Stanley Sharp, aged 54, a lecturer at Bristol University, of Stepney, Dundry, near Bristol.

Policemen may be charged after pornography inquiry

By Clive Borrell
Criminal charges are expected later this month against some of the 40 officers of the Metropolitan Police who were named two years ago in a diary kept by a man described by a judge as the "emperor of pornography".

An investigation began after the arrest of a businessman who alleged that several police officers accepted money and presented him with a "blind eye" to a thriving pornography film and book business in the West End of London.

During the inquiry, led by Mr Gilbert Kelland, a deputy assistant commissioner at Scotland Yard, eight interim reports have been submitted to Sir Norman Macpherson, the Public Prosecutions. The completed file is being studied by Mr Samuel Silkin, the Attorney General.

Since the original allegations and others were made, 21 officers have left the force, either on health grounds or because they have been "allowed to re-

sign". Four officers, one of them an inspector in the Flying Squad, are under suspension from duty on full pay pending the outcome of the inquiry. Another 15 are named in the allegations as still serving in the force.

The delay in concluding the investigation has caused considerable embarrassment to Sir Robert Mark, the Commissioner. Since Sir Robert was appointed just over three years ago, more than 300 men have left the 21,000-strong force on "integrity" grounds. Many of them were the subject of complaints or allegations from criminals or members of the public.

meant to make last night after it was announced that London Weekend Television planned to screen later a documentary programme based on the allegations. I understand that neither the Commissioner nor any other senior Scotland Yard officer saw the film before it was broadcast.

Case of couple's damaged home going to the local government Ombudsman

By John Young
Planning Reporter

The case of a house in Hampstead, said to have been severely damaged by excavation for a new sewer, is to be referred to the Commission for Local Government Administration (the local government ombudsman).

A writ was served on Camden Council by the owner of the property, Mr Allan Rath, aged 72, last November. But the Vale of Health Society says that it is entitled to refer the matter to the commission before the question of liability has been settled in court.

The house, Milton Cottage, lies in the vale, which is a picturesque and exclusive "village" on the edge of Hampstead Heath. Its troubles are said to have begun in March last year when J. Murphy and Sons Ltd began excavations on behalf of the council.

On March 9, 1974, Mr Rath first noticed cracks in the walls of the building, which became rapidly worse. Within three weeks later a dangerous structural notice was issued, and at present the house, together with two of its neighbours which are less seriously affected, is shored up with wooden props which project into the street and block traffic.

Emergency repairs have so far cost Mr Rath more than £800, but he is seeking compensation for what he regards as the virtual destruction of his home. Camden Council have denied liability and last sum-



Mr Rath's damaged house in the Vale of Health, Hampstead, shored up and under repair.

mer issued a statement blaming the contractors.

Mr Michael Mercat, chairman of the Vale of Health Society, says that the question of liability of either the council or the contractors or their insurers is complex. But he is asking the commission to intervene over what he and many other local people consider to be the irresponsible attitude of the council to the predicament of an elderly resident and his wife.

"What we have said is that the council should rebuild the house now and settle the question of responsibility later," Mr Mercat said yesterday.

Until recently that appeared a likely solution. The council had commissioned two alterna-

tive plans for rebuilding the house from an independent engineer, one of which would have cost some £25,000 and the other £30,000.

Last month, however, the council's building works and services committee voted against carrying out repairs, either with or without acceptance of liability. It also refused to consider buying the house or Mr Rath's claim to the house. Instead it offered a £30,000 loan on which Mr Rath would have had to pay interest. Mr Rath described that as "ridiculous".

The council says that it would be happy to rehouse Mr and Mrs Rath, but that they have declined to move from the Vale of Health.

Archaeology report

Laconia: Contacts with Crete

British archaeologists exploring prehistoric settlements near Sparta have discovered imported pottery and pottery styles confirming extensive contacts between Crete and Laconia as early as the seventeenth century BC.

The evidence was found in two sites excavated by the British School of Archaeology in the season of 1974, one at Ayios Stephanos, near the Gulf of Laconia, the other at Menelaion, west of Sparta, where the director of the school, Dr Hector Catling, resumed the British excavations which were interrupted in 1959.

Lord William Taylour continued his work at Ayios Stephanos, a hill-top settlement near Skala on the road from Sparta to Monemvasia. The study of pottery from that site showed that contacts with Crete began at an early date. Particularly significant was a collection of barbotine sherds typical of the Middle Minoan II period.

The annual report of the school said that there was "very strong evidence of Minoan influence on the local painted pottery" in a period corresponding from 1650 to 1600 BC, as well as a later period. Cretean pottery, which had probably been on a promontory jutting into the sea, yields evidence of occupation from the BC when the site was abandoned.

One of the buildings found there was a long and narrow house with a smaller room at the north end, dating from the beginning of the late Bronze Age when the site appears to have been particularly prosperous. The larger room had a mosaic floor and a hearth in the western corner. A difficulty in recovering plans of the buildings from the beginning of the widespread use of intramural burial", which often destroyed the architecture.

Further north, on the bank of the Evrotas river situated opposite Sparta, Dr Catling resumed the exploration of another Bronze Age settlement which had three distinct periods of occupation.

The Period I complex was built in the late fifteenth century BC, and occupied until the fourteenth century when it was destroyed, probably by an earthquake. The Period II buildings, which had disorganised the earlier plans, were abandoned in the early part of the fourteenth century. The site was abandoned for more than 100 years, then it was partly rebuilt and reoccupied between 1250 and 1200 BC when it was destroyed by fire.

The excavated complex, which lies east of the archaic shrine of the Menelaion, dedicated to Homer's King Menelaus and his wife Helen, consists of four houses

separated by alleys, including a central unit which seems to be of the megaron form. The entire complex is not unreasonably compared to the later and more sophisticated palace of Nestor at Pylos, the school report stated.

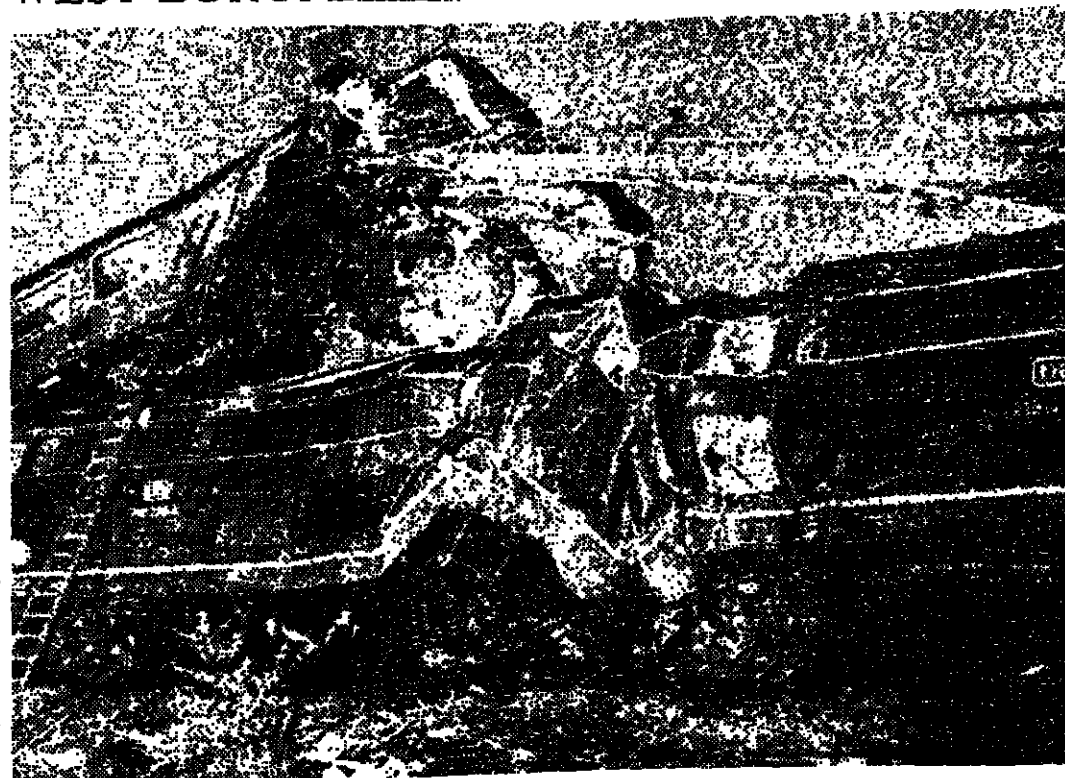
The walls of these buildings were made of water-worn pebbles of various sizes set within a timber framework. The floors are of rammed pebbles and some of the plaster fragments recovered in the rooms suggest that at least some of them were decorated.

There Dr Catling found two fragments probably from the Period I buildings, one late Minoan, the other Mycenaean. The report said that particularly noteworthy was a terracotta model of a house or shrine decorated with painted birds with open wings, which may be Minoan.

It was just a few miles downstream, on the west bank of the Evrotas, that the most spectacular evidence of contacts between Laconia and Crete was first discovered in 1899, when Greek archaeologists found a treasure in a tomb near Vaphio, which included the superb golden cups chased with scenes of bull-hunting, the work of Minoan craftsmen of the sixteenth century BC.

From Mario Modiano, Athens.
© Times Newspapers Ltd, 1975.

WEST EUROPE



Rescue workers struggle to free the injured from the wreckage of two trains that collided in Germany last night.

Basques tell of police torture

From Our Correspondent
Madrid, June 8

Spanish security forces are using torture against Basque nationalists in the north of the country, Basque sources in Madrid asserted today. Methods were said to range from beatings and death threats, to elaborate means of inflicting pain.

The allegations were contained in a nine-page typed dossier handed to foreign correspondents in Madrid by Basque nationalists. The document gave 42 case histories of people supposedly tortured by the political police or the paramilitary Civil Guard.

The reported victims, many of them in their teens, told of beatings to the stomach, head and sex organs with fists, clubs and whips; of threats to kill members of their families; of being forced to do excruciatingly painful exercises and being kneed in the stomach and kidneys.

Señorita Piedad Eguidazu Landa, 19, of April 25th, the political police. According to her statement, she was forced to do hundreds of press-ups and had her hair pulled and twisted so that it came out in handfuls.

Señor José Ramón Zabala tells of 10 interrogations, each lasting three hours. "I was hit with truncheons, chairs, whips and fists." The police forced him to walk with his hands tied behind his knees and kicked him when he slowed down, he stated.

He also said he was subjected to a form of torture known as *quirrijano*. He was strapped to a table with his head and lower legs hanging off the edge. When his legs or head dropped he was beaten. This torture continued for hours.

Another Basque asserted that police told him they were going to molest his girl friend sexually.

The latest reported clash in the crisis area came yesterday, when a leading member of ETA, Señor Carlos Sanchez, was wounded and captured in a gun fight.

Belgium opts for US F16 fighter plane

From Michael Hornsby
Brussels, June 8

The much publicized "arms deal of the century" was clinched by the United States with the announcement yesterday of the Belgian Government's decision to buy the F16 fighter aircraft of General Dynamics in preference to its rival, the Mirage F1, made by Dassault of France.

The four countries accepted that the overriding need was for them to make a common choice to replace the starfighter because of the renewed emphasis being placed by Nato planners on the standardization of equipment in the interests of economy and greater combat efficiency.

From the moment that it was agreed at a meeting of defence ministers in April that the F16 had "indisputable cost and performance advantages" over its French rival, there was little doubt that the American aircraft would prevail.

Any lingering doubts were dispelled when Holland, which had also been wavering because of domestic opposition, last month joined Denmark and Norway in declaring a preference for the F16, provided Belgium followed suit.

The Dutch were apparently unimpressed by a last-minute French offer to purchasers of the Mirage of long-term coproduction of military aircraft, including association with the development of the projected ACP (Avion de Combat Futur), an advanced low-level fighter-bomber that France intends to bring into service in the 1980s.

The Americans also offered enticing coproduction terms, and much of the assembly and construction of the F16s will be done in recipient countries. Just how lucrative this compensatory work proves to be will depend largely on eventual worldwide sales of the aircraft.

The United States is also understood to have undertaken to buy 16,000 Belgian machine-guns worth \$30m.

Portuguese leader rules out elections

From Richard Wigg
Paris, June 8

President Francisco Costa Gomes of Portugal declared frankly here, at the end of a four-day official visit to France, that to make Portugal's future depend on the "classic electoral system" of the established Western democracies would be both "impracticable and dangerous".

He pleaded for understanding abroad that Portugal was undergoing a revolutionary process which required a three to five year transitional period based on united government by the Armed Forces' Movement (MFA) and the political parties.

President Costa Gomes was answering questions at a lunch given for him yesterday by the French diplomatic press association.

He brushed aside a suggestion for a referendum to find out if the Portuguese people approved of this approach. There was no need, he said. The armed forces were sure the people overwhelmingly supported the regime.

Swiss approve higher taxes in referendum

From Our Correspondent
Geneva, June 8

In a nationwide referendum this weekend the people of Switzerland approved four Government proposals, including higher federal income tax to cover defence expenditure, and an increase in turnover tax.

The Swiss rejected a rise in heating fuel tax. The other items approved were increased petrol tax, which is already in force, a renewal of legislation giving the Government powers to take measures for protecting the Swiss franc without prior parliamentary approval, and cuts in Government spending—the last two setting by far the largest affirmative votes.

Princess Anne in West Germany

From Our Correspondent
Berlin, June 8

Princess Anne and her husband Captain Mark Phillips, who arrived on an unofficial visit to North Rhine-Westphalia yesterday, attended a polo match at Bad Lippringe today.

Major Melo Antunes, the Foreign Minister, who was also present said Portugal wished to see the existing equilibrium between West and East in Europe maintained. It must remain in Nato. In turn, he asked for respect for Portugal's "full right to national independence".

President Costa Gomes issued an invitation at the lunch to Dr Henry Kissinger, the United States Secretary of State, to visit Portugal. He thought contact with the country would change Dr Kissinger's "very deformed analysis which is very unjust to the Portuguese people".

Lisbon, June 8.—The Socialist newspaper *República*, centre of a free press issue that had threatened Portugal's Provisional Government, will be reopened by the end of the month by the Supreme Revolutionary Council yesterday to reopen whenever its owners and editorial staff wish.—A.P.

Party supports Herr Strauss for Chancellor

From Our Correspondent
Berlin, June 8

Some 300 delegates of the Bavarian Christian Social Union (CSU) decided almost unanimously in Munich last night that Herr Franz-Josef Strauss would be the best choice as Opposition candidate for Chancellor in the federal elections next year.

No formal nomination has been made yet but the move is a challenge to the Christian Democratic Union (CDU) which has decided to nominate Herr Helmut Kohl, chairman of the CDU and Minister-President of the Rhineland-Palatinate.

A spokesman for the CDU said the CDU still intended to nominate Herr Kohl.

EEC wants early end to Labour boycott

From Michael Hornsby
Brussels, June 8

Now that the referendum is out of the way, Mr Wilson will be expected to show that his Government intends to play a much more active and full part in European affairs. One gesture that would be taken here as welcome evidence of good faith would be early action by the Parliamentary Labour Party to end its boycott of the European Parliament in Strasbourg.

A Labour delegation would be especially warmly greeted by fellow Socialists who would then form the largest group in the European Parliament, as Herr Feldmeier of West Germany, the group's chairman, pointed out last week.

The feeling here is that Labour members ought to make an effort to take up their empty seats at least in time for the July session. MPs are nominated by national parliaments.

By the same token, the TUC will be expected to end its boycott of the various EEC committees on which trades unions have a right to be represented.

The dispatch of a Labour contingent to Strasbourg to take its place alongside the Conservative and Liberal delegates already there will call for some serious consideration of what role the European Parliament should play. This is a matter on which Mr Wilson and his party have been ambivalent to say the least.

In general, the Labour Party has tended to view the European Parliament as a quasi-democratic, consultative forum incapable of asserting itself against the combined might of the European Commission and the Council of Ministers. It follows that any reinforcements of Parliament's power ought to be welcomed by Labour.

But who earlier this year the Parliament made its strongest move to win real power in more than 20 years, the British, led by Mr Callaghan, put up some of the strongest resistance. An issue was Parliament's assertion by a majority of 127 votes to four of its right to control the budget for the EEC regional fund.

EEC actions deplored by developing countries

From Our Correspondent
Georgetown, June 8

After a two-day meeting in Guyana, members of the African-Caribbean-Pacific (ACP) group of developing countries issued a communiqué yesterday expressing serious concern over the lack of adequate consultation between agencies of the European Community and the 46 ACP states in settling interim arrangements of the Lomé convention.

The communiqué also deplored instances of Community action inconsistent with the spirit of the convention, which had created grave difficulties for certain ACP states in relation to beef and veal.

The ministers requested their chairman to pursue the matter directly. The meeting endorsed a warning by Mr Burnham, the Prime

Minister of Guyana, that the Lomé convention "must not be allowed to become a mere exercise in European public relations".

The ACP ministers agreed on the need to promote development, trade and economic and cultural relations among member states as well as developing countries in general and on the need for a new world economic order.

They also agreed to the appointment of a subcommittee of the ambassadors' committee to examine urgently the possibilities of intra-ACP trade in beef and veal.

Mr Percival Patterson, Jamaica's Foreign Minister, said he saw the agreement as an important step towards the creation of a new international economic order.

Lorenz kidnap suspect held

From Gretel Spitzer
Berlin, June 8

Police in Berlin have seized an alleged anarchist on suspicion of being involved in the Lorenz kidnapping. The man, Herr Tili Meyer, was arrested after a chase during which he was shot as he tried to escape into an underground station on Friday night.

Police say he drew a gun after being recognized by two detectives, part of a contingent from the West German police

sent to West Berlin to help the city force in the hunt for terrorists.

One of the policemen opened fire hitting Herr Meyer in the knee. A woman who was with him got away. Herr Meyer, aged 31, who the police say, has apparently tried to alter his appearance, is in hospital where he was taken for an operation on his knee.

Herr Meyer is believed to be a member of the anarchist "Second of June" movement.

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OVERSEAS

Mr Ford faces storm over report on inquiry into the CIA

From Fred Emery
Washington, June 8

President Ford is to hold a press conference tomorrow evening. His purpose, it seems clear, is mainly to reassure the politically minded public that he will, after all, make public the findings of the Rockefeller Commission on the Central Intelligence Agency (CIA).

Fears that he might withhold them caused a furor of re-priming between American reporters and Mr Ron Nessen, the White House press secretary. It was at the White House that the Watergate days.

Mr Nessen was scolded out of his briefing on Friday after being called a liar. The upshot is that the report will receive an even more sceptical scrutiny than was already the case.

One trouble is that Vice-President Rockefeller is accustomed to being "the boss" and brushed some prickly White House men the wrong way. Last week he announced that President Ford would probably release his report to the public today—this before the President had received it, let alone read it.

Mr Rockefeller's men then arranged to have it printed by the official printers and reporters were told to stand by for advance issue on Friday. At the White House on Friday, Mr Nessen, forgetful of his own feelings as a reporter, pushed the matter and see if they could get the report out today—this before the President had received it, let alone read it.

Senator Frank Church, chairman of the Senate select committee, has already asserted that the CIA was involved in assassination plots. Now, from the CIA side, Mr John McCone, CIA director, has confirmed that the CIA was involved in some actions against Dr Castro, which, as the evidence shows, were "aborted".

reduced to insisting he had not meant what he said on Friday. In the White House, the relations could easily be dismissed as customary, were it not for post-Watergate suspicions and the contents of this report.

For, with little warning and less explanation, the commission's material on the CIA assassination plots was announced to be incomplete and therefore would no longer be part of the main report.

Mr Nessen said it was only "raw data". Others say it is a proper sub-report. Then the report itself, announced to be of 350 pages, was suddenly down to 250 old pages. Answers about type changes did not ease suspicions that the White House has been editing the draft.

Mr Rockefeller asks it to be believed that his commission did not have time to complete the study of the assassination plots, but he does not explain why he did not seek a further extension. Mr Ford had already once extended the life of the commission with specific orders that it investigate the assassination allegations.

Some suspect a cover-up. Others suggest that because the CIA is concerned, the Kennedy Administration above all others, the White House has decided to let the congressional Democrats handle the matter and see if they can get the same seal which they brought to investigating the Nixon era.

That argument overlooks the fact that the tail end of the Eisenhower Administration is also involved, in so far as plotting against Dr Fidel Castro of Cuba is concerned.

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American arms Bill passed almost uncut by Senate

From Our Own Correspondent
Washington, June 8

Belgium's decision to buy the General Dynamics F16 fighter brought the climax to a brighter week for the American defence industry. The Senate after a week of debate on defence spending and its foreign policy implications, finally passed this to be no time for change.

The Defence Procurement Bill passed virtually uncut, and largely as recommended by the armed services committee. The Bill now goes to conference committee with the House of Representatives. The House version cut even less from the Pentagon's request, passing a total for fiscal year 1977, beginning on July 1 this year, of \$1,500m more than the Senate's \$25,000m (\$10,700m).

Welcoming the final vote, Senator John Stennis said: "It carries a message to the world that the Senate feels that this is not the time to weaken our defence posture."

The defeated liberals, whose idea it was to mount the debate to appraise policy, agreed they had failed both because of the collapse in South-East Asia and the perceived need to stimulate employment at a time of recession.

In addition to major weapons systems procurements, the new generation weapons which are now in various research and development phases survived. A partial and symbolic exception was Marv, the Soviet multiple nuclear warhead. Its "Ma" stands for manoeuvrability—a quality to add to its other attributes as an independently targeted re-entry vehicle of the MiV type.

By a narrow vote, which the house committee may not sustain, there will be no funds for actual flight testing of Marv but research and development will continue.

Senator Hubert Humphrey, whose amendment secured this restriction, argued that once flight testing began, the Russians would have no means of knowing whether it had been deployed, and therefore would attempt to develop Marv's of their own.

The amendment made Marv flight testing conditional upon the President's certification that the Russians had made it necessary, either through their own tests or by other threatening actions.

Other advanced systems, such as the expensive airborne radar station to be deployed in a converted military Boeing 707, continue to be funded. So do the B1 bomber, and the coming generation of Trident missiles.

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Russians launch unmanned craft to Venus

Moscow, June 8.—An automatic Russian space probe today left on a four-month journey to Venus.

Announcing the launch, Tass News Agency said the craft, codenamed Venus 9, would conduct research into the planet on arriving in its "environs" in December.

Scientific observers in Moscow said the new probe could place on Venus a toughened instrument package.

It could alternatively go into orbit, becoming the first man-made craft to circle the planet. But this was thought unlikely since the swirling clouds of the Venusian atmosphere would rule out aerial photography.

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US denies secret bombing of Vietnam

From Our Own Correspondent
Washington, June 8

Reports in the Los Angeles Times of heavy American bombing of communist military targets in South Vietnam on the day of the evacuation from Saigon have been termed "absolutely not true" by both White House and Pentagon spokesmen.

The report by Mr George McArthur, a veteran of Vietnam reporting who usually has excellent contacts with the military, claimed that the raids were conducted partly from bases in Thailand and were directed at missiles and radar targets in the rear of the North Vietnamese forces. A source quoted in the story as having access to after-action reports, stated: "It was a very heavy commitment."

Mr McArthur suggested that the reason for the secret bombing was to convince the North Vietnamese that the Administration lacked neither the will nor the means to protect the evacuation—in spite of congressional prohibitions. In the event the evacuation was virtually unopposed.

American bombing over Indo-China was admitted on April 29 but was said to have consisted of two bombs, both dropped in response to some firing at the evacuation helicopters or the tactical air cover.

The newly reported bombing, if true, has not brought protests from North Vietnam. But it would not be the first time the Vietnamese communists have remained silent in such circumstances.

Saigon, June 8.—The leader of South Vietnam's Provisional Revolutionary Government (PRG) has said he is confident that it will be able to build a peaceful, united and prosperous Vietnam within a relatively short period.

Mr Nguyen Tan Phat was speaking at a reception in the presidential palace marking the sixth anniversary of the PRG being formed in South Vietnam.



Alexander Solzhenitsyn expresses delight at becoming an Honorary Fellow of Stanford University's Hoover Institution, in California, so that he can use its rich archives

New York may go bankrupt on Wednesday

From Peter Strafford
New York, June 8

New Yorkers remained on tenterhooks over the weekend as last-minute efforts were made to prevent the city from going bankrupt in the next few days. Difficult negotiations continued between city and state officials.

The date looming in everyone's mind is Wednesday, when New York has to make payments of \$792m (about £344m). The city simply has not got the

money, and the only hope of avoiding default is through setting up a state-controlled Municipal Assistance Corporation, or "Big Mac", as it is known.

City officials were still hoping that agreement could be reached on Big Mac in time for it to be set up by votes in New York and Albany, the state capital, tomorrow. Money could then be raised on Tuesday to change the city's short-term debts into long-term ones.

Turkish Cypriots vote on new constitution

From Our Correspondent
Nicosia, June 8

The Turkish Cypriot community was voting in a referendum today to approve the constitution of the separate federated state proclaimed unilaterally by the Turkish Cypriot leadership in the Turkish-occupied part of the divided island last February.

The referendum was staged despite strong objections from the government of President Makarios, which said the Turkish move tended to re-ignite and would consequently have a serious effect on the continuation of the peace talks between the representatives of the two communities at Vienna.

Cyprus Government sources said the inconclusive ending of the Vienna peace talks yesterday, two days early, was largely the result of the Turkish decision to proceed with the referendum despite a warning by the Greek Cypriot representative, Mr Clerides, that he would walk out.

The voters of the 120,000-strong Turkish Cypriot community were expected to vote

overwhelmingly in favour of the constitution during the referendum, the result of which will not be announced until tomorrow afternoon.

Vienna, June 8.—Mr Denktash, the Turkish Cypriot leader, said today a final solution of Greek-Turkish problems in Cyprus was impossible as long as Archbishop Makarios remained President.

"I definitely cannot see an acceptable settlement while Makarios is in power", Mr Denktash said.

The Greek Orthodox Archbishop, who has been President since 1960, had stated publicly that "rather than sign an agreement with the Turks on the basis of geographical separation, he would have the present situation continue", he said.

Mr Denktash was summing up three days of negotiations with Mr Clerides, the Greek Cypriot leader, which ended yesterday. They were under the guidance of Dr Waldheim, the United Nations Secretary-General. They will return to Vienna for more talks on July 24.

Ankara meeting on Aegean flight control dispute

From Our Correspondent
Athens, June 8

Greece and Turkey have agreed to discuss their dispute over flight control in the Aegean, which has disrupted many international civil aviation schedules since the outbreak of the Cyprus crisis almost a year ago.

Greek and Turkish delegations of diplomats and experts are expected to meet in Ankara on June 15 for negotiations. This is the first definite result of the Greek-Turkish summit meeting in Brussels last month.

As a gesture of good will the Greeks today reopened to international traffic a corridor over the eastern Aegean, serving eastbound flights after they cross the Greek-Bulgarian frontier and proceed via Rhodes towards Cyprus and Tel Aviv.

The dispute over Aegean flight control broke out when Turkey invoked security reasons to challenge the jurisdiction of the Athens FIR, which regulates air traffic over the entire Aegean.

This jurisdiction was assigned to Athens several decades ago by the International Civil Aviation Organization (ICAO). However, Turkey claimed that the boundary of the Athens FIR ran so close to Turkey that it jeopardized the country's air defences.

Turkey issued a Note requiring all flights approaching Turkey across the Aegean to notify the Istanbul FIR after crossing a line within the Athens FIR. Greece reacted to this challenge by declaring the entire eastern Aegean as dangerous to air navigation.

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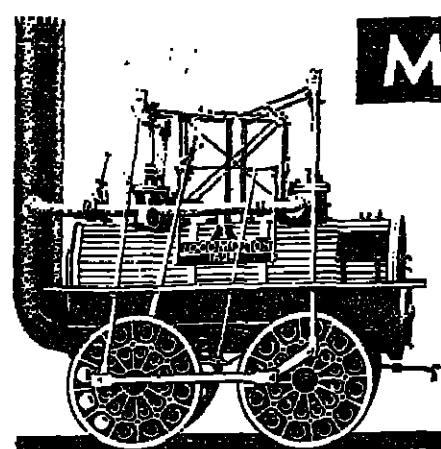
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Locomotive No 1 of the Stockton and Darlington Railway.

The new six-car trains (below) entering service shortly on the Piccadilly Line have Metalastik rubber suspension. London Transport have 88 of these trains on order from Metro-Cammell Limited in readiness for the extension of the line from Hounslow West to Heathrow. Metalastik suspension was introduced by London Transport on the 1959 Piccadilly Line trains — the first "Silver" tubes — and subsequently fitted to the Victoria Line cars and other new stock.

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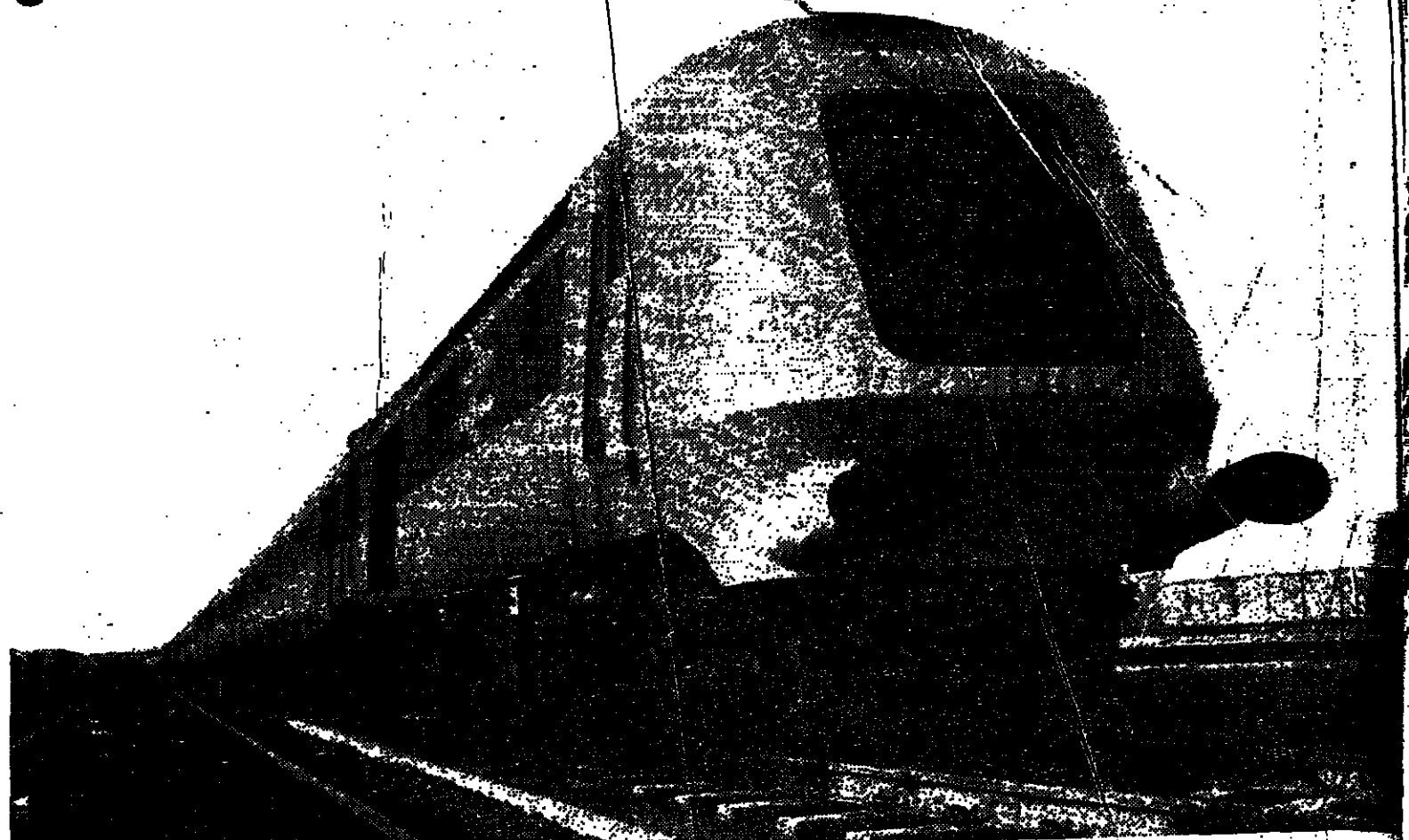
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If Metalastik suspension had been available 150 years ago, George Stephenson would have been the first to appreciate its simplicity. Freedom from maintenance, good riding characteristics, less noise and less wear are other important advantages acknowledged by transport authorities and rolling stock builders of today.

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150 years of railways

a Special Report



The Advanced Passenger Train is to locomotion what Concorde is to the biplane. It promises a revolution in travel based on speed, allowing trains to use existing lines, however steeply curved, at speeds of more than 125 mph, where conventional locomotive-hauled formations would leave the rails. Just as a cyclist leans inward when speeding around a corner so the APT tilts sufficiently to compensate for the curve, righting itself as it enters a straight. The alternative, if trains are to become faster, is to build straight railways (as in Japan). Instead, with the APT, British Rail will have the speed at a fraction of the price.

Railways began to provide reliable transport where previously there had been hazards of long, tiresome journeys by road or by coastal shipping: railway engineers found the means of piercing great mountain ranges, crossing great tracts of desert and, in the older countries, immensely speeding up communications between the major centres of population. The words are those of O. S. Nock, distinguished railway historian, in his recently published *Railways Then and Now* (Elek £10) on the coming of the steam horse and the iron road. It all began in 1825 with the opening of the Stockton and Darlington railway. Neither rails nor steam were entirely new—they had been used in several mineral railways previously—but as K. Hooke notes succinctly in his pictorial history (*Stockton and Darlington Railway*, David & Charles £3.95) the line ensured its lasting fame by being "the first steam-operated public railway in the world".

Its opening heralded a new age. Railways were a revolution—not just in transport, but also of information—just to what extent can be judged by the time it took for news of the opening of the line 150 years ago to reach London. The great day was September 27, yet *The Times* did not carry the news (secondhand at that, being culled from the *Newcastle Courant*) until October 4, a full week later.

The *Times* report was obviously concerned most with the novelty, the success that day of Locomotion, the railway's first engine. It was to have a stormy life, despite being described as "improved". Gustav Reeder records in his sumptuous *The World of Steam Locomotives* (Blandford Press £19.50) one wheel broke barely a month after it entered service; less than three years later its boiler exploded, and it

was rebuilt twice during the next 14 years. The Stockton and Darlington Company was quick to minimise its dissatisfaction. As P. W. B. Semmens remarks in *Stockton and Darlington: One Hundred Years of British Railways* (New English Library, £2.95), "One clearly recognises the operating man's perennial *cri de coeur*: 'Give me a good, reliable standard, off the shelf design'." The only trouble was that in 1825 there were no standard reliable models on the shelf anyway.

Parts of the new railway were considered too steep for locomotives and stationary winding engines were used. On another stretch wagons were still hauled by geese, hence power. The first railway to use steam exclusively was the Liverpool and Manchester, and then only in the light of the experience of the Stockton and Darlington in steadily improving reliability.

The full story can be found in the 1925 *Railway Centenary Supplement* of the *Northern Echo* (now reissued by Evans Brothers, £2.95), 120 pages of nostalgia, lovingly put together and unrivalled as a record of a century of railway history. Although passengers played a big part in the opening, the first role of railways was in the transport of goods. The first railway to be built for the purpose of carrying goods was the Liverpool and Manchester, and then only in the light of the experience of the Stockton and Darlington in steadily improving reliability.

But for many years the two gauges went their separate ways, meeting, with appalling chaos, at junctions such as Gloucester, where goods and people had to

change trains. That Stephenson's gauge was an accident of situation: the North and Midlands where he worked had more railways than the South and West, the principal terrain of Brunel, the Prince Rupert of the railway age.

George Stephenson was to become increasingly concerned with railways rather than locomotives; indeed, the family firm of locomotive builders was to carry the name of his son, Robert, and it was Robert Stephenson and Company who entered the most famous of all early locomotives, Rocket, winner of the Rainhill trials in 1825 held by the Liverpool and Manchester company to find a locomotive design suitable for their railway.

We have read that Locomotion pulled a weight of nearly 90 tons, remarkably indeed for the period (How many packhorses would have been necessary?) Yet, in comparison be needed, a standard Mark II British Rail coach weighs 33 tons and a typical Inter-City express locomotive hauls a train amounting to about 400 tons. The average speed to Darlington of 84 miles at eight miles an hour may seem little today, but (one man on a thoroughbred would have been hard pushed to have kept up that pace—and certainly not pulling 90 tons. No one was thinking of Darlington to London in a day—yet the rails were a few years away), but the possibility was there. The success of the Stockton and Darlington railway was the catalyst that was to envelop the nation in a boom of railway mania for the next 50 years.

How much so can be judged by the number of

other railways in various stages of preparation by 1825: at least 20 with capital amounting to more than £13m. Early railway promoters were building railroads. It was assumed that anyone could attach a horse to a truck or two and use the track, just as long as they followed basic rules, but with steam locomotives increasingly reliable, mixing horses and steam became impractical and the railway companies soon took over the complete responsibility for providing goods and passenger services.

Within 25 years most of Britain's trunk routes were built. The map in Edward Chubb's *The Railway Book of England* (of 1851) shows how quickly the Stockton and Darlington example has been imitated: Plymouth, Bristol, Gloucester, Birmingham, Shrewsbury, Holyhead, Liverpool, Manchester, Carlisle, Inverness, Aberdeen, Edinburgh, Newcastle, Leeds, King's Lynn, Norwich, Margate, Hastings.

Brighton, Southampton, Weymouth—all directly linked with London. Within another 25 years there was hardly a main line left unbuilt. The railway age was firmly established. Rail stocks were high. Every town worthy of being thus described had a railway and thanks to the location, brought about a often bitter competition there were even some lists which had lavish a totally uncommercial service.

Yet today as we celebrate 150 years of public railway the system has survived the onslaught of the internal combustion engine. Even one or two trunk lines have disappeared, counting such as Dorset no longer have any passenger branch lines.

Yet railways live on, just as an efficient, under-used form of transport, but also as an institution that is irreplaceable.

Jon Trevelyan
Literary Editor

150th Anniversary of Railways

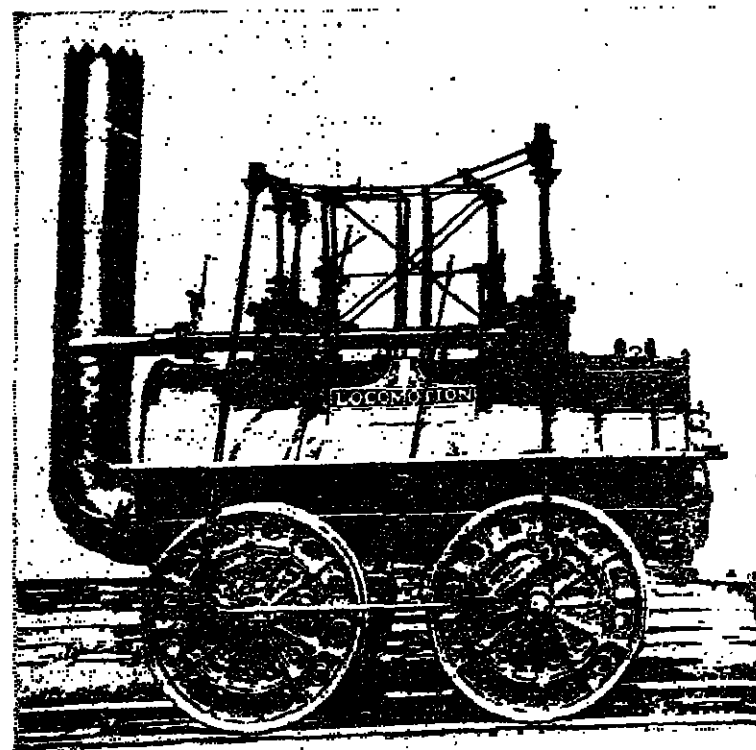
There are many exciting and interesting things to do and see during 1975 the 150th Anniversary of Passenger Railways. Here are just some of the many attractions and events:

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and tourists wishing to see many of the great engineering works which made railways possible. Special short or longer stay package holidays are available covering these and other Rail 150 events.

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1825 — 1975

Passenger Railways 150th Anniversary

Productivity is at core of Britain's troubles

by Richard Hope
editor,
Railway Gazette

As the deficits mount, not a few people in and out of government are wondering whether railways have not run out of steam after 150 years. A parallel is drawn with canals, which the railways put out of business a century ago. Yet even this comparison gives food for thought, since the other countries have abandoned their waterways for commercial use.

Looking around the world in 1975 we find only Sierra Leone scrapping its national rail network—and this a relic of 2 ft 6 in gauge. Where many systems were in decline a decade ago, there has been an astonishing upsurge in rail spending in the past two years. Talk of recession in the steel industry raises hollow laughs among buyers of rail, wheels and axles; only favoured customers get delivery within two years.

Rail's four-to-one energy advantage over road is only part of the answer. In the big cities expansion of car ownership has brought inevitable thrombosis; only railways have the capacity and the private track needed to break out of the traffic congestion trap. Between cities

greater speed and comfort have won back business from road and new techniques for handling freight like the container have cut both costs and delays.

Some railways will still be closed. Canada and the United States built far too many competing lines, while West Germany and Japan have yet to tackle the branch line problem as Dr Beeching did in Britain. But even oil-rich nations like Iran, Venezuela and Nigeria are formulating plans to build what amount to complete new rail networks because they are regarded as essential to industrial

continued on facing page

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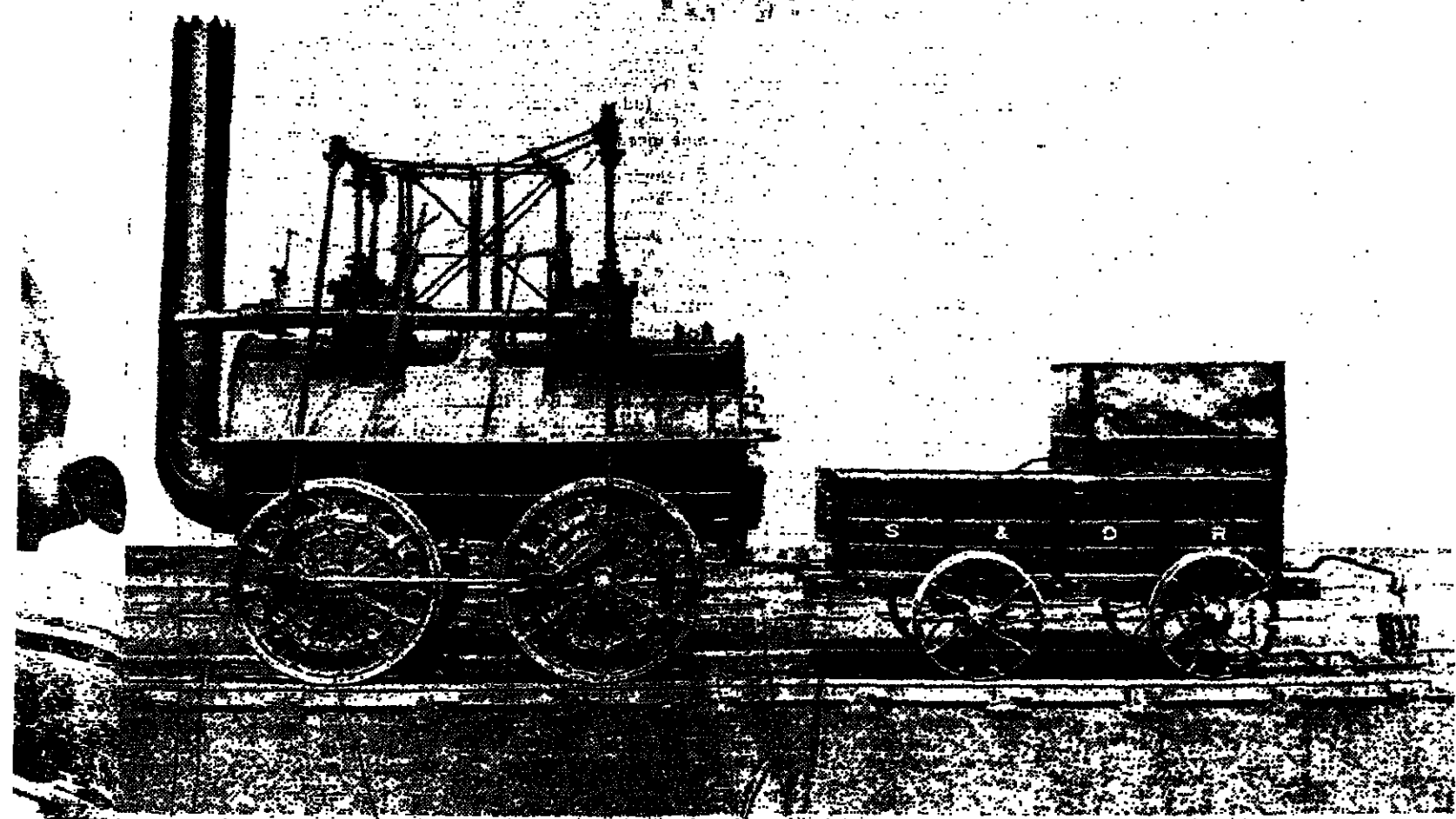


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Locomotion looks like the prototype for a Heath Robinson special. But it worked, this engine that launched the world's first public railway, the Stockton and Darlington, on September 27, 1825. Ninety tons at cost, it was a masterpiece of engineering. Locomotion was not the first steam locomotive to run on rails—to Richard Trevithick's rudimentary Tram-Wagon at Pen-y-Darren ironworks 23 years before goes that distinction—nor was it particularly reliable, but the future of the steam engine was assured. Indeed, the last example of the breed was retired by British Rail 140 years later, and preserved locomotives are still to be found keeping the unmistakable sound and smell of steam alive.

Loaded into life by the car and bus

Gerard Fienness

1900 the network in Britain was established. Of the projects only the Great Eastern, from the Midlands to London and the bypasses of Great Western to Great Western, were routes remained. The Great Eastern, which accelerated to 30 miles an hour in 30 seconds, was the first to develop the principles of electrification. She never lost service—safety, speed, punctuality, comfort and convenience. The Great Eastern, which accelerated to 30 miles an hour in 30 seconds, was the first to develop the principles of electrification. She never lost service—safety, speed, punctuality, comfort and convenience. The Great Eastern, which accelerated to 30 miles an hour in 30 seconds, was the first to develop the principles of electrification. She never lost service—safety, speed, punctuality, comfort and convenience.

deliberately far lower. The east and west coast companies, after their races in 1888 and 1895, agreed not to arrive at Edinburgh or Glasgow in less than 8½ hours. The Great Eastern, which accelerated to 30 miles an hour in 30 seconds, was the first to develop the principles of electrification. She never lost service—safety, speed, punctuality, comfort and convenience. The Great Eastern, which accelerated to 30 miles an hour in 30 seconds, was the first to develop the principles of electrification. She never lost service—safety, speed, punctuality, comfort and convenience.

where the rest of us are. Speed second and punctuality third, to be sharp where we are casual. Convenience and comfort of others next, to be considerate where we are selfish. The first benefit, then, is that their profession lifts them out of the ruck. The second benefit is that they are now, rightly, on the upper half of the earnings ladder; no longer do the companies say, "Half a crown a week more than agriculture and we have all the men we want." The third is that on the foundations laid in the modernisation plan of 1954 the work-give or make the unsocial hours of a continuous service, is civilized. Fireproofing, asbestos cleaning, cutting, fogging, lumping and so on are, or soon will be, things of the past.

The overriding benefit is that they are part of a profession in which they share warmth, humour and a magical communion which no one has explained and only railwaymen feel. On the other hand the technical progress has hit them heavily. Mechanized track maintenance, centralized signalling, electric and diesel traction, merry-go-round, pay-trains, mechanized terminals and marshalling yards have (much more than closures of line) reduced the staff from more than 700,000 in 1947 to fewer than 200,000 today. However, the chief disappointment has been the outcome of nationalization. Railwaymen organized very early. By 1900 the unions had nationalized as an official political aim. In 1914 the National Union of Railwaymen submitted a resolution to the Trades Union Congress: "No system of state ownership of the railways will be acceptable to railwaymen which does not guarantee them full political and social rights, allow them a due measure of control and responsibility in the safe and efficient working of the railway system and assure to them a fair and equitable participation in the increased benefits likely to accrue from a more economical and scientific administration."

Nevertheless, it was in the 1930s that Britain's railways took the first principal turn for the better. Sir Herbert Walker, the first general manager, electrified much of the suburban system; good. Better, he introduced timetables with regular departure times and very high frequencies. However, until the 1950s the inter-city service remained slow and infrequent. Then Liverpool Street introduced inter-city services in a regular hourly pattern. It demonstrated with remarkable speed that over distances of between 60 and 300 miles (at which distances from London most of the principal cities lie) the commercial speed for railways is 70 or more miles an hour. When the conclusion came that the steam locomotive was dead, the modernization plan of 1954 proposed a rapid change to electric and diesel traction. The customers had more reason to be dissatisfied with, and to abandon the freight service. No one up to 1960 tackled the basic disadvantage of railways in competition with the roads, the need for the extra handling at terminals. It was not until the Beeching era that the new ideas of emergency freightliner and company trains introduced for freight even more radical departures from George Stephenson's than interval timetables and diesel traction had for passengers. After the last war railways were profitable up to 1953. Then, as the winds of competitive freedom blew, they declined into deficit, which by 1960 reached £58m. The first of the bail-out exercises, as well as Dr. Beeching, have into the lot of railwaymen over the past 60 years has been on the whole good. They are by retaining in the Eastern Region, British Railways, retiring in 1957, have to deny their human nature. To put safety first requires them to be careful.

Balancing cost and value

by Michael Bailly
Transport Correspondent

After a century and a half in which they have fundamentally influenced the shape of human society, opening up new continents and changing the face of old landscapes, the railways of the world have reached a critical stage. In Britain, the railways have been in a constant state of upheaval since the war, but find themselves in if anything a more critical state than before. As each decade has been seen to lead, usually within five years, to yet another fresh crisis, the credibility of the railways has been steadily eroded, so there are prob-

ably more people now than when the great modernization plan of the 1950s was embarked upon who regard further subventions for the railways as a case of throwing good money after bad. The deficit this year could approach £500m—or nearly half the cost of running a system which is supposed to cover its costs after receiving social grants of about £100m a year. The emergency £1,500m voted by Parliament last year to keep the railways going for another five years looks like being used up in two or three; and what will happen then? Clearly the railway unions who are claiming rises of 36 per cent after last year's 36 per cent, and brush aside British Rail's possible inability to pay as irrelevant, assume that ever larger subsidies will be forthcoming to meet ever larger losses. But responsible government must at some stage try to balance the cost of the railways against the value the public are getting from them. However, most people probably still feel that the railways are of value; and that value could increase if the cost on imposed fuel and therefore of private transport continues to rise as it has done during the past two years. There is no doubt that Britain is a good size for a passenger railway (though too small for freight), as most inter-city journeys can be done comfortably between or during meals. Most people find the train a congenial way of travelling, too, so the railways need remain competitive only on cost, comfort and convenience to retain a substantial share of the travel market against rival forms such as the car and aeroplane. Short-distance commuter travel will be less congenial, but people remain wedded to it for lack of a suitable alternative. Yet they anticipate both commuter and inter-city travel there must come a point at which people and firms will rebel if cost, comfort and convenience are no longer competitive, or either find some other way of making their journey or stop making it. The recent remarks of Mr Richard Marsh, British Rail's chairman, on this issue seem at first sight a trifle equivocal. In the course of announcing in April British Rail's second fare increase this year, he said that the railways were now close to the point of diminishing returns. Further fare rises could lose so much traffic that there might be a net loss of revenue. But addressing the parliamentary press gallery more recently he remarked that given a clear direction and freedom to pursue it, the railways could achieve stability within two or three years. Elsewhere in the world similar contradictions are apparent. In some parts such as Russia and Brazil massive new investment in railways is planned; while in others such as Europe and Eastern United States huge deficits lead to talk of disinvestment. Broadly, the former are in places where there are dense flows of traffic (usually long-haul heavy freight) and insufficient rail capacity to handle it; while the latter tend to be where either volume or length of haul is insufficient to support dense rail networks built in the last century. What the railways are facing therefore is expansion here, contraction there, and everywhere adaptation to changing demand. This is the reality all suppliers of goods and services must face, and the problems of railways in countries where a century ago they were majority carriers and are now a shrinking minority is that they do not seem to change fast enough of their own accord, so that change has to be forced on them by successive acts of government, painful to both sides. Railways do not want constant government interference; and governments do not want to be constantly worrying about and interfering with the railways. The British Railways Board knows well enough that the lack of freedom of which its chairman complains is the price of its dependence on the state for financial survival. Can they win their way to freedom and stability? Can they accept the minority role, and concentrate effort and investment only where they can beat the opposition and make a satisfactory commercial or social return? Can they anticipate change and modify their forward planning of investment and disinvestment in the light of it? Can they carry their staff with them, so that railways are not bedevilled by inefficient use of men and equipment; by discontent, unrest, and consequent irregularity and interruptions to the service? The credibility gap on the railways is that between promise and performance, and confidence does not come easily that they will close it now. But there are few in Britain, the birthplace of the railway, who would not wish them to succeed, and to bequeath to our descendants something to celebrate on the three hundredth anniversary of Stephenson.

Productivity at core of troubles

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expansion. It is these programmes, coupled with attempts to catch up after decades of neglect in other countries, that have caught suppliers of railway equipment napping. British Rail's problem of mounting deficits has two related aspects. First, its share of the market is very small (18 per cent of ton-miles and only 8 per cent of passenger-miles) so politicians see little prospect of seriously denting the problems created by road traffic growth. Second, productivity of British Rail's equipment and labour force is low; each Japanese wagon moves five times as much freight as its British counterpart on an island network of similar size. Other railways run up vast deficits, too, though the true size of BR's deficit is masked by frequent write-off of debts. But governments seem more tolerant of the railways' financial failings because they are busier, and therefore make a bigger social contribution in terms of road construction avoided, lives saved and, latterly, reduced oil imports. No matter what others may be doing, though, we have to be satisfied that increasing investment and financial support for BR is worth while. The central fact here is that with revenue support exceeding £400m this year and rising fast, the amount of juggling with the figures can produce a convincing case for keeping our railways as they exist now. They are worth retaining as a national network only what they might become at some future date. No impact on the deficit will be made by closing

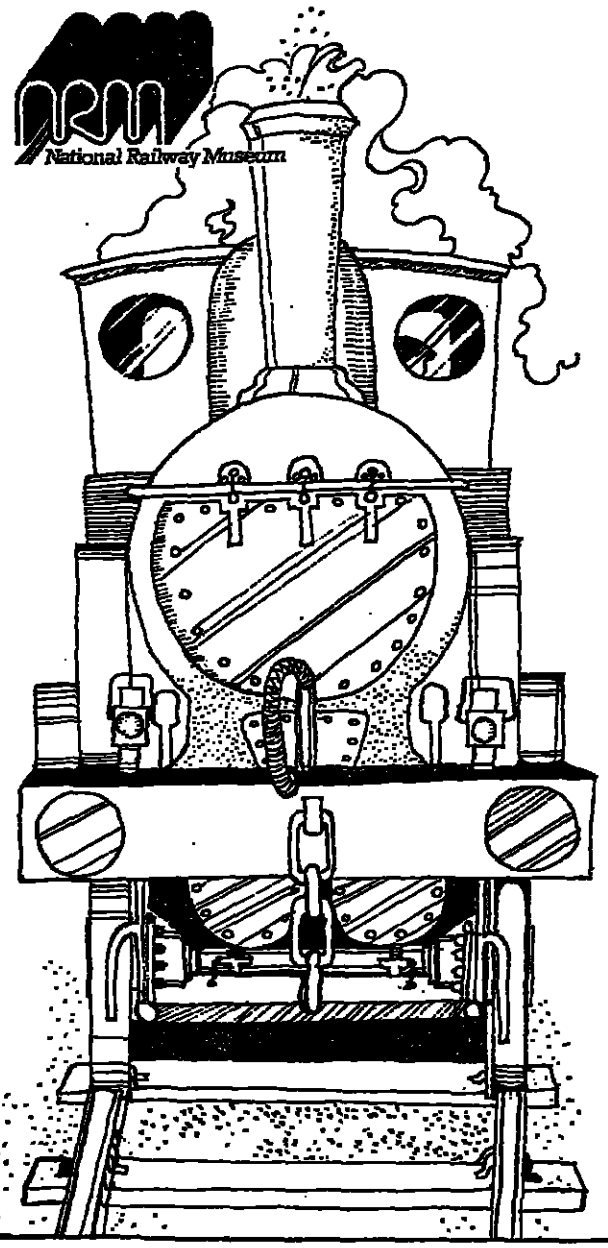
lines. The problem is essentially one of productivity—of using men, vehicles and track more intensively; in a situation where BR has perhaps 100,000 more men than it really needs, cutting services without shedding staff will only make matters worse. This potential redundancy problem is more easily solved by carrying more traffic with the same labour force, and the prospects are really quite good—given the right productivity deals to hold unit cost down. All the larger cities have plans for greatly expanded rail use, and here the key is one-man crews—as on buses—to permit frequent off-peak service. Glasgow and Newcastle have adopted one-man trains as the future standard, while London Transport has announced a policy of converting the Underground to automatic unmanned trains as soon as their safety has been rigorously demonstrated. This will give rail a big advantage over buses as shiftwork becomes less and less popular. Speed is a key ingredient in boosting inter-city business; delays getting to and from the station mean that 125 mph really is needed to compete with motorways. After many frustrating setbacks, BR will have its high speed train fully operational at 125 mph in 1977, with advanced passenger train (APT) prototypes to follow in 1979. However, there has been a certain cooling of enthusiasm towards still higher speeds since the energy crisis. It is now clear that air resistance at ground level over 200 mph makes competition with aircraft uneconomic; hence the cancellation of hovertrain

research, not only in Britain but in France and the United States also. However, it is likely that APT will reach 150 mph in the 1980s. While these developments should bring BR more passengers, the real opportunities are in freight. Furthermore, it is there that rail can make its greatest contribution in environmental and energy terms. It is certainly true that much freight is unsuitable for rail, but the fact is that BR is missing even the most obvious targets because of creaking bureaucracy. The British Steel Corporation, for example, wanted to move 74,000 tons of coking coal last winter from Durham to South Wales. First, BR said it had no wagons. When BSC offered its own, the excuse was that locomotives needed a daily train could not be found at short notice. The coal was finally moved in 21 ships and 1,000 lorries. An hour beside the M1 should convince even the sceptic that BR ought to be carrying at least 50 per cent more ton-miles, which would absorb five years' growth in road freight. Since expanding long-distance haulage is the main reason quoted by ministers for continuing the motorway programme, this would be quite an achievement. But once again nothing can be done until the archaic rules with which railwaymen tie their own hands are scrapped. With two or three-man train crews and drivers averaging 50 miles a shift, BR simply cannot compete with road even after most track costs are paid for through the passenger subsidy. Somehow we must crack this essentially human problem.



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The Saudis, making a medical check on London

Prince Khalid bin Fahd, Saudi Arabia's deputy Minister of Education, was asked recently whether he was prepared to go to any expense to get medical students from Saudi Arabia into British medical schools. He covered his face with his white robe, shifted uneasily and then after a moment laughed. He put his hands up in the air and drew imaginary quotation marks around the word "any" and added another word "reasonable". "Any reasonable expense," he replied.

Saudi Arabia with all its billions of dollars—a land flowing with oil and money—urgently needs doctors and teachers, and a completely new medical school system. The country plans to spend 24 billion riyals—about £3 billion—on school buildings alone by 1980. This is part of a £62,000 million programme announced by the Saudis last week.

Mr. Jeremy Barnett, the British Council's representative in Riyadh, said they were talking in terms of one billion dollars for a new university in the capital and there are plans for perhaps four or five more universities.

Britain's best hopes of pumping Saudi Arabian money into its hard-pressed educational system lie in the sciences. Since 1965, of a British Council office in Riyadh and in the fact that Prince Khalid, emerging as the most influential force in Saudi education, has his back- trouble treated in London.

A few weeks ago the Prince, in London for treatment, had talks with the Dean of King's College, London, and suggested financing a new medical block where Saudi students could be guaranteed places at university medical schools. He suggested, he said, a building for 50 students in which the Saudis could be assured of 15 places.

Prince Khalid appreciates that medical training in the United States takes up to 14 years whereas in Britain a student in a medical school can be fully qualified after seven. Up to now the Saudis have appeared wary of any bargain that did not ensure an equal return for their money. So much so that a week or two ago the British Council's Paid Educational Services department had declined to put forward a suggestion by the Saudi Government pay £2m for a new medical school in Britain. King's College, though, has agreed to put forward definite proposals, Prince Khalid said.

If Britain has an edge in medical education over other countries, she is very much a late-comer for the pickings at the feast in the oil-rich Gulf States. The Americans have been pumping money into Saudi Arabia for many years, and more significantly Prince Khalid, and many other ministers in government departments, have been educated in the United States.

The first of what could be a series of big educational contracts for Britain has been referred for final decision to the Saudi Arabian Supreme Council of Ministers. If approved, it will be worth £1m and would make the council responsible for running the English medium medical and engineering faculties at King Abdul Aziz University in Jeddah.

It appears small money when compared for example with last year's £300m defence contract in Saudi Arabia signed by the British Aircraft Corporation. But for the British Council it would be of very great significance. Its newly-created Paid Educational Services, directed

at Venezuela, Iran, Saudi Arabia and the Persian Gulf, would have landed its biggest fish. And there could be far bigger catches to come. The notice board in the British Council's offices in Riyadh has a list of about 20 possible deals between Britain and the Saudis, including a formal technical and cultural cooperation agreement, which the council hopes will be signed by Ministers of both countries in London this month.

The most ambitious project involves one worth more than £10m to reform the mathematics, science, and English language curricula in the schools backed by a national television centre, and resource centres in rural and urban areas.

No one but the sublimely optimistic expects Britain to get much more than the English language teaching part of this contract worth £2.5m. But there have been discussions at Government level with the Saudi Arabian Embassy in London about a sixth form college for Saudi students, being paid for by the Arabs, in a closed teacher-training college.

There are some in the British Council's head office in London who believe that the council is becoming involved in wheel-dealing which it was not set up to cope with, and which is getting it a bad name.

The Paid Educational Services department which negotiates deals of this sort marks a new development in the council's work. As I described yesterday, the council's work in Germany, Poland and Pakistan, has been mainly concerned with promoting education, arts and the sciences in European countries and with giving aid to developing countries. Broadly speaking, the work of the council's work from the 1950s to the late 1960s was in the developing countries. With the bid to join Europe and the allocation of special funds for European cooperation, the council's work shifted to the European Economic Community from 1970 onwards.

Now there is strong pressure on the council to switch its emphasis to this latest role of non-profit making/middleman winning large contracts for Britain. One wonders whether a wide-stretched, inadequately funded, bureaucratic organisation is equipped for this role.

Mr. Barnett said: "It is the first time we are putting in bids for educational projects. We are obviously inexperienced at doing this. One of the difficulties is that you are not in business unless you can snap up opportunities as soon as they present themselves. We have to obtain Treasury approval for everything we do. This means that we can be waiting a month for final clearance."

Mr. James Dubarry works as an English language officer in Bahrain, having previously been in Nigeria. When he joined the council in 1969 he found it difficult to explain to people just what he was worth to the British tax payer.

He said: "I am no longer scared of that question. I am here in the Gulf States with my car constantly trained to the ground. If someone comes to Bahrain with proposals for producing video-tapes, it is obvious that they would be better off visiting Qatar, where the university has lots of money for books and audio-visual systems. The university of Abu Dhabi plans a big audio-visual centre. I am not a salesman but I know where to point the gun."

Tim Devlin
Education Correspondent
Concluded

Environment: What we need is leaders in the battle for survival

Three years ago, in June 1972, at the United Nations environment conference in Stockholm the Swedish Prime Minister, Mr. Olof Palme, said: "What is ultimately at stake is the survival of mankind on our limited planet. People demand concrete action." Diplomats at the conference produced a 109-point action plan and established the United Nations Environment Programme (UNEP) to carry it out.

What has happened since? UNEP disappeared to new headquarters in Nairobi, and the world became punch-drunk on other crises: after environment came population, then oil, then food, then inflation and trade. "The crisis of the human environment is a global crisis," said the United Nations Secretary General, Kurt Waldheim at Stockholm. "It requires global solutions." But are the global solutions being implemented today?

"UNEP has become all things to all men," said the Australian delegate recently, and for the United States it was added pointedly that UNEP had concentrated on a much smaller number of urgent problems. With an annual budget of only \$20m, UNEP cannot itself carry out more than a fraction of the recommendations so grandly handed down from Stockholm. Instead, it must persuade, cajole, nag or even—via financial grants—bribe national gov-

ernments and other units of the United Nations system to pay more attention to the environment. No one denies that we have all become much more environment-conscious since Stockholm, but how much of this can be credited to UNEP?

If its money has been spread so thinly as sometimes to be almost invisible, UNEP can nevertheless point to some major achievements. In February it brought together all the Mediterranean nations—including Greece and Turkey, Israel and Egypt—to agree on a convention to save their sea from further pollution; UNEP is preparing similar meetings to cover the Red Sea, the Persian Gulf and the Caribbean.

UNEP held a successful seminar with the world pulp and paper industry in Paris in March, which should lead to practical measures to conserve timber stocks and reduce pollution; similar meetings are planned to cover cars, petroleum, aluminium and agro-chemicals.

In the Netherlands in January the first steps were taken to establish an international register of potentially toxic environmental chemicals, and UNEP's International Referral Service, a yellow pages compendium of environmental information sources for developing nations, is already operating from Nairobi.

Finally, there is Earthwatch, which monitors global pollution, water quality, the spread of deserts and the shrinkage of forests; information will start to flow in to Nairobi by the end of the year.

There have been failures, too, as executive director, Mr. Maurice Strong candidly admits. The Law of the Sea conference in Geneva seems determined to ignore the environmental facts of life; UNEP has so far been outmanoeuvred by the nuclear power advocates in its attempts to persuade developing countries to adopt more relevant if less prestigious energy sources; it has been slow progress on the protection of whales and other endangered wildlife; and UNEP's own organization, especially its ineffectual publicity service, is unsatisfactory.

Considering its handicaps—operating with little more than 100 staff a day's jet flight away from the world's centres of power—UNEP has done well in the 18 months since it started to operate. But three problems remain to be solved.

First, there is money. UNEP last year spent only \$5.5m, barely one quarter of its annual allocation. The United States, which supplies 35 per cent of UNEP's money, has been slow to satisfy its environment lobby back home. But UNEP will find it hard to spend both quickly and wisely, because there is still

no agreement on priorities. Problem number two: At the April meeting of its governing council, UNEP's big five donors (USA, USSR, Japan, Federal Germany and Canada, who together put over two thirds of the voluntary budget) were united in a demand that efforts must now be concentrated on a relaxation of, urgent subjects. Unfortunately the decision on just what projects should be axed has in effect been left to Mr. Maurice Strong and the Nairobi secretariat.

The secretariat, alas, is nearly as divided as the governments which ought to be giving it orders. Mr. Strong's jockeying enthusiasm is splendid for galvanizing a conference in Tehran the day before he chairs a million dollars out of the Mexicans, but even his most ardent admirers admit he is bored by administration. As a result, the Nairobi secretariat reflects the contrasting personalities of its four top men: the entrepreneurial rashness of the Canadian, the pragmatism of the American, the Byzantine bureaucracy of the Egyptian, the Swiss urbanity of the United Nations veteran Mr. Paul Berthoud, and the Washington abrasiveness of the Panamanian geophysicist Mr. Bob Froesch.

In particular, the relationship between environment and development divides Nairobi as it does the United Nations. Now to UNEP's third big headache. As the India Gandhi said at Stockholm: "Are not poverty and need the greatest pollutants?" In October, 1974, the developing nations resolved at Cocoyoc, Mexico, that the root of environmental problems was the present inequitable world economic and social system. While a global shortage of resources might threaten the planet in the long run, they asserted the Cocoyoc Declaration, the immediate crisis is caused by the rich nations having too much and the poor nations having too little.

For UNEP, the implications of Cocoyoc are profound. In practical terms, if a better environment can only come as a spin off from better development, UNEP must involve itself much more closely with the aid programmes of the World Bank. To the rich donor nations, this trend and the "new economic order" it hopes to create are mere pretexts for a more direct role. UNEP must stick strictly to the environment if it is to achieve anything positive.

Deputy director Mr. Mustafa Tolba sees UNEP as the environmental conscience of the United Nations system. "Should development money be spent in reducing the infant death rate via the World Health Organisation, when there is every indi-

cation that most of these children will die in severe or chronic malnutrition and disease? This is the sort of question which UNEP is trying to pose." The United Nations agencies do not welcome complicated questions, and WHO should stick to its own subject. "We will never stop interfering in everybody else's business if it involves the environment," retorts Tolba bluntly. "This is our job."

So far, UNEP's achievements have been useful if limited. By the end of the next two years it must increase its spending fivefold. It must reduce the Cocoyoc aspirations of the developing nations who control the votes, with the demands for more concentrated action on "real" environmental issues from the rich countries who control the purse strings.

Regrettably, of the top four men in the Nairobi hierarchy, both Mr. Berthoud and Mr. Froesch are leaving in a few months, and Mr. Strong and Mr. Tolba will have gone by the end of 1975. If UNEP is to measure up to Mr. Olof Palme's Stockholm demand for "concrete action" to ensure "the survival of mankind on our limited planet," it will need decisive and stable leadership in the months ahead.

John Tinker

The author is environment correspondent to the New Statesman & Times Newspapers Ltd, 1975

A wealth tax on works of art: will the Minister be asked to think again?

On May 7 Mr. Hugh Jenkins, Minister responsible for the Arts, was questioned in public session in the House of Commons by the Select Committee on the wealth tax. At the same time a memorandum titled "Problems posed by Works of Art" which he submitted to the committee was made available to the press. This document was a curious mixture. There were clearly and accurately drawn sensible conclusions from them, but there were others that seemed to have little or no relevance to the real problems, and others again the precise purpose of which eluded understanding.

During the 50 minutes allotted to this topic, a number of pertinent points arising from the memorandum had to remain undiscussed. This article seeks to draw attention to some of the more important of these.

The memorandum began by making it clear that it was written on the assumption that wealth tax would be applicable to works of art, and the Arts Minister, asked to give a reason for this, said that he expressed the view that to include works of art would have the virtue of being a deterrent to any use of them as a tax haven.

Some answers to this line of thinking which may be worth listing are as follows:

(1) The argument has evidently never been accepted as conclusive in the Netherlands, Denmark and Sweden, where their wealth taxes do in fact exclude works of art.

(2) The quantity of works of art which could be so utilized in practice is strictly limited.

(3) The operation, to be financially successful, requires great skill; there is a natural deterrent in unscrupulous dealers' readiness to off-load expensive stock on to the unwary.

(4) The fact that to inflict the most grave damage on the cultural well-being of the country in order to eliminate a very limited potentiality for tax avoidance would be to lose one's sense of civilized propor-

tion on a truly monumental scale.

The memorandum went on to explain the present system for limiting the export of the national heritage, and correctly stated that it has worked satisfactorily up to the present owing to the cooperation of all concerned, in so far as the resources of the public collections permitted it.

Then the memorandum observed, equally correctly, that there are already signs of a change in the delicate balance of the system, and that it might break down if further substantially disturbed. The problem which should have presented itself at this juncture (but did not) was whether the goodwill of collectors, dealers and benefactors on which the system had previously relied could not become impaired by the inclusion of works of art in the wealth tax.

The minister was prone to write off as speculation or exaggeration any suggestion that the application of wealth tax to works of art would tend to increase and accelerate their sale overseas. This standpoint seems to have been the consequence of wishful thinking rather than of the acceptance of qualified advice.

Indeed the minister's attitude runs counter to a more informed and responsible opinion in museum circles, as many reasoned submissions to the Select Committee bear witness.

On the other hand, in an attempt to do this in various ways, the memorandum argues for (a) adopting a theory already publicized in *Arts Review* by Mr. Peter Fuller in February and later repeated in his tendentious article in *The Times* that should there ensue a rush to sell, any consequent fall in value would make it that much easier for our museums to buy. The answer to this is that the market is international, but that if—in spite of this—prices were to fall, this would be a disaster for purchasers (who enjoy tax concessions and a stronger currency) to take far greater advantage of the fact that our own museums, which are notoriously in no condition

financially to stage a rescue operation.

A paragraph in the memorandum raises the idea of encouraging the purchase of works of art by what are described as corporate bodies, and their long for some period of public museum in order to offset the threat of their dispersal overseas.

The questions that pose themselves here are: (1) whether the minister has consulted museum authorities concerning such policy; (2) whether it should be ensured that any such advantage would be a dead letter on the frequent occasions when the public collection did not command the funds to acquire the object.

(3) Sufficient public resources should be available to buy and display important objects sold by private owners. But how can any assurance be given that this requirement will be fulfilled?

Finally, the practical implications for an answer to the important question of accessibility were left far too much in the air by the minister. The principal problem that arises concerns the vast number of works of art for which it would be, in the words of the memorandum, "demonstrably impracticable" to require access in the normal way.

The Inland Revenue has put forward the sensible suggestion that such cases be the subject of a "willingness to lend his works for any reasonable exhibition which might be mounted by a museum or gallery."

It would appear from their own memorandum that the Department of Education and Science is attracted by such a proposal, but the two paragraphs which deal with accessibility are unresponsive and confused just where clarity would have been particularly desirable.

The committee may decide to request the minister to return and discuss with them the implications of this crucial topic in the greater depth that it merits.

Denis Mahon

The author is an art historian and collector and a former trustee of the National Gallery.

How a Soviet soccer team lost sight of its goal

First in an occasional series from Moscow on everyday life in the Soviet Union.

For the bourgeois Lipetsk, a booming industrial centre, as for those of any other Russian town, the local soccer team was a civic status symbol. And before they finally reached the end of the rope, the city fathers were prepared to go to any lengths to attract star players. As in all Soviet cities, soccer players—even those who devote their entire time to the game—are nominally amateurs, and are usually listed in some other capacity or profession on the payroll of some industrial plant.

Several years ago, when the Lipetsk team was called "Tractor Drivers", the Moscow newspaper *Izvestia* carried an article, headed "Ghosts at the Cash Window" the gist of which was that over and above their soccer players were drawing pay from other enterprises with which they had not even a nominal connexion. The only response to the article was to shift the team from the payroll of the tractor plant to that of the steel mill and change its name accordingly to "Metallurgists".

Nothing further happened until the Lipetsk newspaper, *Leninskoye Znamya* (Lenin's Banner), published a piece by a local sports correspondent, Nikolai Perevedentsev, criticising the chairman of the regional sports society for neglecting his main duties and devoting his entire time to providing the soccer players with all manner of privileges and currying favours for them with the help of the regional party committee. Mr. Perevedentsev also wrote a letter on the subject to Mr. A. Afanasov, the regional party secretary. But neither the article nor the letter produced any result. Meanwhile the players' incomes continued to soar, and if one of them wanted a new car or an apartment, he had only to ask. Nothing was refused.

The sports correspondent wrote to the party committee a second time, only to be told that it was essential to the city's prestige to keep the soccer players happy. When one of the

stars accepted an offer from a Moscow team and took off for capital, he was given a hero's welcome and a big pay rise. He and his team mates celebrated in a restaurant, where, like merchants in the old days, they ordered the waitresses to smel the crockery and glassware and rolled cigarettes with banknotes.

Last season the "Metallurgists" got off to a poor start, and Mr. Perevedentsev wrote a story sharply criticising the team's performance. Before the next game the player who had celebrated his return in the restaurant walked over to where the reporter was sitting, grabbed him by his tie, shook him and insulted him. When the reporter complained to the regional party secretary, he was told was all his own fault. Then after he was barred from commenting on sports on radio, as his newspaper editor received a phone call from the party committee ordering him not to publish Perevedentsev's article.

The editor ignored the order and the reporter's colleague, called to his support, Rerevedentsev appealed Moscow. But before an investigation was held, the "Metallurgists" disgraced themselves for all to see, happened in Ashkhabad, capital of the Soviet Republic of Dagestan, where they lost in the local team, called the "Builders minec."

The Lipetsk newspaper carried the story that if "Builders" were on the verge of being thrown out of the Soviet top soccer league, as their only hope of staying in was to win a match by a score of 10-0. It was a sensationalist's dream, but the "Metallurgists" agreed to oblige at fix the game.

After the truth leaked out both teams were disqualified by the All-Union Sports Committee, supreme arbiter of Soviet sport, for "moral delinquency," extortion, aggression. In the aftermath, Afanasov was dismissed, regional party secretary at severe penalties were imposed on the other offenders.

Edmund Stevens

"I am alone, over 80, with no family to help..."

ESTHER IN ENGLAND SHARES THIS TRAGIC PROBLEM WITH OLD APPALAMMA IN INDIA

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The Times Diary

A weekend of sunshine and violins

NOTICE
DO NOT
LEAVE
GROUNDS
WITHOUT
YOUR CAR

Today's sign was photographed by Irene Eace of Lancaster near the Pilsgrimage monument at Pilsgrimage, Massachusetts, where they clearly expect a high rate of ascent-mindedness among visitors.

disturb the outward calm of Bouette and his friends are the Chinese. They are, it is said, undermining the great traditions of the violin-maker by abandoning the eye, ear, and hands for the machine.

"It is anathema to us," said Bouette, who regards the traditional art as sacred. "There are no factory-made violins in this country, thank goodness, and I feel that here in Nottinghamshire we have started a sort of Glyndebourne to preserve the old values. We are trying to emulate Stradivari."

Glen Collins and Bouette run the New School of Violin Making nearby. Said Collins: "You have to have the kind of tranquillity you find here to make such beautiful instruments."

Bouette has tried to ensure that violins will continue to be made at the school for some years to come by buying as much mature wood as he can lay his hands on. Mac the music continues to flow in South Cliff even more freely than the oil.

Walking

My own weekend was more vigorous, including two long country walks as well as some all-weather work. On Friday I went to Shere, near Guildford, where the Automobile Association had invited a troop of reporters to test a four-mile walk. This was not a sign that the high price of petrol is forcing the A.A. to diversify into alternative forms of transport, but a celebration of their sponsoring a new book of country walks—all of which start and end at a car park.

Our outing was supposed to be secret until Wednesday—publication day—when the embargo would be lifted. But the Motoring Correspondent of *The Guardian*, who walked only a short part of the way, ignored the embargo in a cavalier fashion and wrote about it in Saturday's paper. (He was courteous enough to mention the presence of myself and my small son, but not care-

ful enough to get my son's age right. He is five, not four.)

Anyway, since I had been badly scooped, I felt I ought to drag the family on to another of the walks on Saturday, with the comforting guidance of A.A. men and the book's authors. We chose one at Shoreham, in Kent—slightly harder going than Shere, but with more spectacular views, including bays and east houses.

We missed the way only once, and that in a minor fashion due to the disappearance of a listed stile. The landlady of the Shoreham pub said we were the second party to come in that day bearing the A.A. walk sheet—and that four days before publication. Business should boom for him when the book is really on sale.

The walks are fairly widely scattered through the country. You would thus have to be an enthusiastic motorist to get the best value from the expensive publication.

John Thirkell of *Golders Green* told poignancy in a poster he saw on the side of a Post Office van last week. "We deliver the goods", it read. And it was upside down.

Tomato sauce

The cold weekend which preceded this hot one did little damage to my Bryxton allotment and I and my sympathisers had feared. The only casualties were the tomatoes. I knew I was being reckless when I put them out before the end of May and they are now looking very sick, though only three have actually expired as yet and the others seem to have perked up slightly in the sun.

Brixton clearly did not get any frost to speak of. My French beans are unscathed and so are the potatoes which my neighbours grow in abundance, in

spite of reports of blacking at the tips from gardeners farther from the centre of London.

I detected the first hint of irony about my paltry efforts to grow my long-established neighbours' plot in flower, the shining and immaculate. Coming to chat late on Saturday evening, when I was doing the watering, he said saucily: "Come to pick some of your tomatoes, eh?" and rubbed it in by going home with a handful of fat radishes, the most of my neighbours was more charitable and gave me three tomato plants, raised in his home-made cold frame, to replace my deceased.

Otherwise, I am plugging away at reclaiming the overgrown part of the plot. Nearly half is now under cultivation. And I am learning from my mistakes as I go along—things like avoiding transplanting lettuce in this very hot weather.

Weather shock

P. H. Simplicesver, my Meteorological Correspondent, writes:

Scientists believe that the exceptionally warm weather of the past few days may herald a rapid change in our traditional weather patterns. They fear that we may be moving to a new Bronze Age—the period which followed the melting of the Neoplasticine era, and in which millions died from sunstroke prior to the invention of the solar topee.

They explain that the earth is tilting on its axis by several degrees or minutes—every few thousand years or so. The effect of this is that Britain is slipping gradually south towards Naples and Cannes, and in a few million years we might be enjoying tropical weather all year.

The consequences of the change of weather have already been startling. Oranges are

flourishing in Liverpool as there is a first crop of mango reported from Galloway. Farmers, however, are complaining that the sudden hot spell is bad for crops and is sure to produce shortages and consequent high prices. Agricultural labourers are also complaining new wage claims because of the lengthening of the growing season.

Observers recall that, following a few days of very cold weather, a week or two of scientists were forecasting a new Ice Age. The most likely interpretation is that we are in fact moving towards a new Ice in which people will believe as old rubbish scientists all die.

Lampoon

A new magazine called *Rollin Stone* is on the newsstands, with a cover depicting an imitation of a famous rock singer urinating in a mountain stream. It is a takeoff of *Rollin Stone*, the most successful of the counter-culture.

The intent is to show the *Rollin Stone* has taken the name of a famous rock band, and in the parody, said the idea was "lampooning a whole generation." He complained the *Stone* was "talking about the 1960s in the seventies."

The *Dryne* men were dismayed to get a congratulatory cable from *Rollin Stone*'s editor, Jani Wenner. "We were hoping for a lawsuit to get more publicity," said Sonn.

Le Progrès, the morning paper of Lyons, made a slip last week which should feed the Prime Minister's vanity, when it announced that "even members of the Nelson Cabinet at divided" on the referendum. Should be a blunder, it said, there somewhere.

PHS



New Printing House Square, London, WC1X 8EZ. Telephone: 01-837 1234

TIME FOR A POULSON INQUIRY

When the Poulson bankruptcy hearings brought out evidence of corruption in public life the Government of the day were faced with two alternatives. They could set up a Tribunal of Inquiry under the 1921 Act or they could simply allow police investigations to proceed with a view to criminal prosecutions. They preferred the second course, believing that a Tribunal would make subsequent criminal prosecutions very difficult if not impossible and that public opinion would not favour a general inquiry that allowed the principal culprits to escape punishment. It was argued in these columns at the time that this was the wrong choice because the most notable transgressors would not expose the full extent of the mess. But now that police investigations are drawing to a close the former objection to an inquiry no longer applies. There could be a new objection if it could be maintained that these investigations have in fact unearthed everything that needs to be known and that enough has been done to reassure the public through court proceedings and in other ways. But that is not the case. As Mr Patrick Marham argued in *The Times* ten days ago. Now he receives powerful support in a letter on this page from Mr Muir Hunter.

Mr Muir Hunter's letter is important for three reasons. The first is that as counsel for the creditors in the bankruptcy hearings, he is in an exceptionally good position to know if everything that matters has already emerged. If he is not satisfied then others should not readily

assume that enough has been done. The second reason is that it is necessary to be certain that there was no cover-up in any Ministry. The power of the Civil Service is immense. Its high standards are one of the surest safeguards for the public of British public life. But there may be a natural temptation in any service when it feels its reputation to be threatened. That is a danger that must always be guarded against because if the Civil Service ever came to believe that the preservation of its own reputation was the first priority then its standards would be progressively lowered. The third reason why Mr Muir Hunter's letter is important is simply that the Poulson affair should not be considered closed if there is any reason to suppose that there are people still in positions of power and influence in the public service who turned a blind eye, or worse, to his activities.

None of these anxieties can be set at rest by the criminal proceedings which have taken place, by the Redcliffe-Maud report on rules of conduct in local government or by the deliberations of the Royal Commission on Standards of Conduct in Public Life. Neither the Redcliffe-Maud Committee nor the Royal Commission has been required or equipped to investigate particular cases or even patterns of corruption. Indeed, the Royal Commission, which is still at work, would probably find a thorough inquiry into the Poulson affair of great assistance. Such an inquiry would provide evidence, which the commission must badly need, of how widespread were the Poul-

son ramifications, how many public bodies were implicated, how deeply were they penetrated. No collection of individual prosecutions can supply these answers because the authorities rightly and properly bring charges only where it is believed that the evidence provides a strong chance of a conviction in court. But there may be a good many other cases where the evidence is somewhat more uncertain yet all is far from well, and still more instances of impropriety though not criminal activity.

Only a wide-ranging inquiry into the Poulson affair as a whole could disclose the pattern of corruption within public bodies. It should also concern itself with the conduct of contractors, whose part in these transactions has come under too little scrutiny. The task could be performed either by a Tribunal under the 1921 Act, as suggested by Mr Marham and in these columns previously, or as one of the first functions of the Central Anti-Corruption Agency proposed by Mr Muir Hunter in an article in *The Times* last July. The precise mechanism matters less than the appreciation by the Government that there is both an immediate and a long-term job to be done: to examine those aspects of the Poulson affair which have still not been exposed to view and to devise new safeguards against further corruption in the future. The Government must not suppose that so long as there are signs of activity over the second task the first one will be forgotten.

Student protest in Cambridge

From Mr David Lane, Conservative MP for Cambridge

Sir, I sympathise with my friends the Senior and Junior Proctors of Cambridge University, whose letter you published in June 7. Having been in Cambridge throughout last week, I know what an exceptionally difficult dilemma the university authorities faced on Tuesday. I also saw for myself the injuries suffered by the Senior Proctor when trying to prevent the deplorable invasion of the Senate House.

But I wonder, from the final paragraphs of their letter putting this Cambridge episode in a wider context, whether the Proctors are misjudging the trend of public and Parliamentary opinion. Certainly the Members of Parliament and our constituents must accept our share of blame for the growth of disorder in Britain. In my experience, however, the preponderant feeling among the public today—and among M.P.s—is that the swing towards licence has gone too far and that the pendulum can be moved back a good distance in the direction of order without risk of an authoritarian society. I am sure that the restoration of reasonable authority throughout our national life is the responsibility of all who are in a position to set an example or give leadership. It must start with parents. It must also involve (in addition to politicians) schoolteachers and dons, judges and magistrates, managers and trade union officials, players and administrators in sport, and many others—not least the media.

I am sure that all university authorities can count on public support in taking the strongest possible action against the tiny minority of disruptive students, though anyone familiar with the universities scene realises how carefully these situations have to be handled.

Yours faithfully, DAVID LANE, House of Commons, June 8.

From Miss Mary Beard and others
Sir, We write in reply to Mr Robert Carr's letter (June 6) as some of the great majority of law-abiding students who have taken little or no part in direct political action during our time at Cambridge.

We feel we speak for many such when we say that more reprehensible than any so-called huggery on the part of the occupying students was the intrusion of the Vice-Chancellor and the University authorities to the request for a creche for the children of both staff and students, a request supported by practically every political group in the University, Right and Left. It was in this context that the decision was made to occupy the Senate House.

Likewise many of us feel that there is no need for fear that the power of the Proctors will be whittled away, rather there should be concern at the present exercise of this power and the way it is exercised.

Yours faithfully, MARY BEARD, JOANNA J. DOBSON, KIRSTEN LAMB, Newnham College, Cambridge.

From Mr Erwin Kronheimer
Sir, Today's letter (June 7) from the two Cambridge Proctors raises the troubling suspicion that, faced with an administration so ossified in its prejudices as to be incapable of even conceiving the thought of giving the Queen of Denmark and General Gowon their honorary degrees in (say) King's College Chapel rather than Senate House, much less of abandoning a ceremony rather than a principle, the Cambridge dissidents may really have been right in feeling that violence was the only promising option.

Yours faithfully, ERWIN KRONHEIMER, Flat C, 10 Regent's Park Road, NW1, June 7.

From Mr T. H. Sills
Sir, One must have every sympathy for the sentiments expressed by Mr Robert Carr (June 6) with regard to the Cambridge Proctors' letter. However, there is another aspect of this problem to which he does not refer.

How long is the nation to subsidize both students and the education authorities who do not appear to be prepared to do with the students as they are supposed to educate the normal standards by which any decent society should be expected to abide?

Yours faithfully, T. H. SILLS, Brighthelm, Sanday, Bedfordshire.

Report on South Africa

From Sir Robert Birley

Sir, The account in today's *Times* (May 29) of the report of the Parliamentary Commission in South Africa on the Christian Institute of Southern Africa makes very strange reading. I am myself a member of the Christian Institute and I receive all its publications, including those of its study project on Christianity in an Apartheid Society (SPROCAS). It is wholly against the use of violence; it works desperately for a peaceful solution of the problems of South Africa.

It is true that it brings together "whites" and "blacks" on equal terms to make very serious studies of these problems. These studies are published openly; it has never taken part in any subversive action. To suggest that it is trying to bring about change by "incubating a revolution" is sheer fantasy.

One can only hope that this extraordinary report will be quickly forgotten. If it is not, no one will be able to take seriously the suggestion that the South African government aims at improving the relations between the races in their country. Yours truly, ROBERT BIRLEY, Chairman, Christian Institute Fund Committee, 2 Eaton Gate, SW1.

The lingering smell of corruption

From Mr Muir Hunter, QC

Sir, I wish to support, strongly Patrick Marham's article (May 30) "The lingering smell of corruption", in which he reiterated certain of the propositions which I put forward in my own article, "Why we need an Anti-Corruption Agency", which you printed on June 3 last year.

Confining myself strictly to published material, may I draw attention to two specific areas for further inquiry?

(1) It appeared at the trial of Mr Poulson and Mr Portinger that a crucial Scottish Office file, containing Mr Portinger's end of his "personal correspondence with Mr Poulson", must have been tampered with. Only the diligence of the trustee in bankruptcy in unearthing Mr Poulson's own file of those letters enabled their true relationship to be assessed. Has this tampering episode been investigated, I wonder, and with what result?

The Civil Service registry system for "marking out" files is reputedly very efficient. (2) Mr Poulson was often assisted by some of his civil and public service contacts by way of the drafting by them, with impeccable language and logic, of official letters which he was to write to them or to their superiors. Did such cogent missives (sometimes in fact missives) never raise a sceptical eyebrow among their recipients, and did any such scepticism ever lead to any inquiry?

There is, as Mr Marham rightly says, much outstanding material still to be quarried in the Poulson case. Yours obediently, MUIR HUNTER, 3 Paper Buildings, Inner Temple, EC4, June 2.

Philosophy of restraint

From the Reverend Dr D. S. Russell

Sir, The vote has been taken. The answer is Yes. We stay in Europe. The great debate has taken place against the grim background of spiralling inflation, strike action and demand for an ever-increasing wage packet, be it in the form of the worker's pay slip or the investor's share return.

A common assumption behind much of this debate has been the expectation of demand for a higher standard of living. Surely now is the time to challenge this whole philosophy and instead to urge and accept a lower standard, beginning with the family or social or religious group to which we ourselves belong.

Of course there ought to be a levelling up for the most poorly paid. But, this apart, the economy urgently requires a drastic cutting back in ever-increasing demands, and just for the sake of the underprivileged in the third world (vitaly important though that is) but even for our own and our children's sake. Without such action the miseries which accompany escalating unemployment and crippling

bankruptcies must surely follow. The fact is we have been asking too much too quickly for too many.

Restraint is called for. But this in itself is not enough. There is surely needed a new attitude, a new moral awareness of what it means to live responsibly in community. "The fair wage" and "the fair price" will take on a new dimension when viewed from within the context of the European Community. But they will be no less moral issues of the first magnitude. Britain has the skill and technical know-how to compete with confidence. But much more important will be her moral resolve. The years immediately ahead will test her true greatness.

I write as a Christian who believes that the Christian ethic in society is necessary expression of the Christian Gospel and ask that Christian people—without being pharisaical or "stuffy" about it—give a lead in this respect by voluntarily accepting for themselves both responsibility and restraint.

Yours faithfully, D. S. RUSSELL, General Secretary, Baptist Union of Great Britain and Ireland, 4 Southampton Row, WC1.

Rate of wage increases

From Mr John Arkell

Sir, It is incredible to me that in our hour of need no leader of state, church or the unions has attempted to explain in simple terms to the nation the fallacy of our paying ourselves more and more for less and less in return. This is not the underprivileged in the third world (vitaly important though that is) but even for our own and our children's sake. Without such action the miseries which accompany escalating unemployment and crippling

bankruptcies must surely follow. The fact is we have been asking too much too quickly for too many.

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Higher education demand

From Mr Roger A. Adcock

Sir, Your correspondent, Mr Stodd (May 28), in suggesting that I failed to recognize that the White Paper Education: a Framework for Expansion was a landmark document, missed the point of my letter (May 15).

The statistical basis of the White Paper has proved to be so unreliable that the situation facing the colleges is now a very different one from that which it envisaged. Thus we are faced with a major disruption of the policies outlined in that paper without a new policy having been proposed or debated. This is why my letter was concerned to point out the urgent need for the matter to be raised in Parliament.

I accept the necessity for most colleges, including the voluntary colleges, to diversify. Indeed, of the Church of England colleges which are likely to survive, less than half a dozen expect to remain non-vocational. My point is that the simplest, most economic and least disruptive way of diversifying is initially to diversify the BEd degree not only as a professional qualification but also as a generic first degree. Furthermore, in the light of Lord Crowther-Hunt's recent speeches, it is important to realize that through such a degree far more students are likely to continue some study of mathematics and science than might otherwise be the case.

Since I last wrote it would appear that Herford College has had a reprieve, with the result that Sherrington is now threatened. Is this the measure of our capacity for rational planning in higher education? On the basis of our present experience it is conceivable that Lord Crowther-Hunt's proposals for manpower planning in higher education can produce anything other than an expensive extravaganza of chaos?

Yours faithfully, ROGER ADCOCK, Principal, The College of St Matthias, Fishponds, Bristol.

Child deaths from violence
From Mr Alfred White Franklin
Sir, No one doubts that this is a suitable time for questioning all figures. Dr Fara (June 2) correctly

Men for the ships of the future

From Mr P. W. R. Smith

Sir, I was most interested to read both Vice-Admiral McGeoch's letter of April 30 and also that of Mr C. R. Hughes of May 13. I would like it to be known that there is in fact, within the shipping industry at least, widespread recognition of the point raised in Mr Hughes's letter concerning the flexibility of the present systems for providing the men we need for the ships of the future.

This recognition was evidenced by Mr F. B. Bolton, President of the General Council of British Shipping, earlier this year when he announced the launching of a major industry-wide initiative in conjunction with the seafarers' unions to investigate ways of making life at sea more attractive. This initiative takes the form of a programme of research (into cognate work done here and abroad), investigation and experiment entitled the "Seafarer Programme". As the chairman of the Joint Seafarers' Steering Group on which the unions, the shipping companies (through CCBS) and the Department of Trade are represented, I can say that we are at the point of commissioning several major investigations.

The economic and strategic importance of shipping to this country make it a vital national asset. At the commercial level British shipowners, like those of other developed countries, are under severe pressures as the distribution of world trade alters and emergent nations develop their own shipping fleets. At the operational level there is a recognition that a key factor in the continuing competitiveness of British shipping will be the availability and effectiveness of ships' crews.

I believe we in the industry must re-examine our fundamental assumptions about shipping and seafaring, including those traditional concepts which have come to be regarded as sacrosanct. If we are to find solutions which help us to hold our place, hence Seafarer.

Of course, in an industry as large and diverse as shipping, major changes of the type which may be required must take several years to accomplish. It is also recognized that the achievement of effective change will demand a wide measure of involvement in our endeavours by those in and associated with shipping—this will also take time.

We are at present heavily engaged in talking about shipping and seafaring, including those traditional concepts which have come to be regarded as sacrosanct. If we are to find solutions which help us to hold our place, hence Seafarer.

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A leading lady of silent film

Evelyn Brent, one of the top Hollywood actresses of the 1920s, has died in Los Angeles at the age of 74.

Miss Brent was a leading lady of the silent screen heyday, little seen once talkies had superseded the silent genre.

Nevertheless she enjoyed celebrity for a number of years from the making of her first film, *The Shuttle of Life* (1920), in Britain where she spent four years, until her virtual retirement from films in 1933.

Her first three films were all made in Britain. *Sybil* followed *The Shuttle of Life* in 1921 and was succeeded by *Married to a Mormon* the following year.

Subsequent films included *Silk Stocking Sal* (1924), *Queen of Diamonds* (1926), *Bessie Sabrew* (1928), *The Woman Trap* (1929) *Madonna of the Streets* (1930) and *The Gone Mad* (1933).

But her most famous was in Joseph Von Stern's seminal gangster movie *Public Enemy* world, in 1931. It was in *Hecht* written and directed by Stern was instrumental in spawning a whole brood of gangster movies.

Evelyn Brent played McCoy, a gangster's mistress. George Bancroft played Alvin Karpis, and William Weed, the picture's anti-hero.

She also played in Stern's movie *The Love of a Fool*, this time opposite James Cagney and William Powell.

But her contribution to the silent film world was not much beyond this period.

In 1933 she was seen in *Public Enemy* though she did not play a role in films like *The Public Enemy* (1931), *Beverly Hills Cop* (1934) and *The Goldwyn Girl* (1934).

DR. ANTHONY M. LILLO

FEILING

Sir Wyllie McKissock writes: Your obituary notice of the late Dr Anthony Feiling makes no mention of him as a person. Having known him as a student at St George's Hospital Medical School in 1924 when he was Dean and later became a colleague of his at St George's Hospital and the Middlesex Hospital, I felt it my duty to write to let the public know him well and so can speak from long personal experience.

He was invariably most courteous and considerate to patients, students and colleagues alike and I never heard him say a word of ill about anyone. He was a most helpful colleague in every way

L. J. Lloyd, M.A., F.R.S., who died on June 1, 1946, was a barrister, of the University of the South West, and later to become the University of Exeter, from 1946 to retirement in 1972.

He was an able man, a keen sportsman, a good connoisseur, and he was great plenty for friends.

Born in 1907 and educated at Bournemouth, he was a Bournemouth School and Exeter College, Cambridge, where he read both English and Law.

He joined the University of Exeter as a Lecturer in 1946. He was a scholar and a lecturer in English literature at Exeter, and was a lecturer in English literature at Exeter to Pepsy; but he was a so voracious reader that a really remarkable

and I well remember his regular weekly consultative visits to my RMS Head Centre at Atkinson Morley's Hospital, Wimbledon from 1935 onwards to the end of the war.

His wide knowledge of general medicine and his great experience in the field of neurology were of inestimable value in the difficult problems with which one was often confronted. He was not to be forgotten either, that long before the prolapsed intervertebral disc was discovered, by correctly predicted that sciatica must be due to pressure upon the nerve roots within the spinal canal. He was a quiet, unassuming, perfect gentleman.

Maurice Ernest Reed, CBE, The Deputy Master in Lunacy, The Court of Protection, 1950-71, died on May 21. He was 67.

Mr. Algar Ronald Ward Robertson, CMG, CBE, who has died, has been Financial Secretary Fiji; Trinidad and Tobago; Nigeria; and the Federation of Nigeria.

He published in 1932 on John Galsworthy, which was a pioneer superseded, and contributed a large number of articles, often on bibliographical matters, to many journals. In 1955 elected FSA and FRSL.

A medievalist, he was an active supporter of Somerset and of the of the Cathedral". A cellist, he played the orchestra of the Choral and Orchestra for many years.

An enthusiastic critic of modern music, he was a member of the Royal Academy of Music, and with discretion for some years as the Exeter University, which he had been the Devon Dumps.

He is survived by his wife, Vera Lloyd, LRAM, who has long served the University as a lecturer, and by numerous students in the United States and the University were noted by the University of the University of the Honorary Degree of Arts.

[illegible]

had to be resolved and was resolved by the 1971 agreement. The third history and the material before the court was that before the "nationalization" of "nationalized property" were not to be taken into account. It included property which had been brought under the control of the state by the procedure of sequestration followed by sale. The nationalization was not a nationalization was certainly provided for all those strictly nationalized and taken over at once. But the Agreement provided that there was the double process of sequestration followed by sale. A wide interpretation of the Agreement was made by the Order; for the Order used not only "nationalization" but also "expropriation".

His Lordship thought those words were used to comprehend the same meaning as he had in the Agreement. The reason why "expropriation" was inserted was just any English lawyer reading it

the narrow sense of a taking over directly by the state; so "expropriation" was used as an appropriate English word having a wide import to cover cases like the present where property was not taken over directly by the state but through an English firm having a wide import to cover cases like the present where property was not taken over directly by the state but through an English firm having a wide import to cover cases like the present where property was not taken over directly by the state but through an English firm having a wide

The sequestration followed by sale. So the interpretation of the Order was exactly in line with the Agreement as it showed the "Expropriation" and "nationalization" were wide enough to and did include the seizure followed by sale to take over the many properties - in this case - in repugnancy between the Order and the Agreement.

His Lordship also thought that the 1961 proclamation and the 1963 decision must be considered together and pre-empted by the Government of the Arab Republic of Egypt. The Commission was in error in subdividing them too much into sequestration and sale. It might have done otherwise as though they could be completely divorced one from the other. Any such view would be to put form before substance, contrary to the principle stated by Lord Farrow had said in *Nepetto & Co Ltd v Hirschfeld Eisen Ltd* [1951] Ch 595, 604 (Q). The process of expropriation followed by sale was a nationalization under the Agreement and also "expropriation or nationalization" within the

interfering a statute enacted in 1971 did not merely hereby but was hereby; and it is legitimate to look hard for the same result.

But, the commission, with the best intention all the parties, had numerous documents stated, indeed, His Lordship had looked at but he wanted to make his own findings and what, if any, relevant findings of fact could from statements made by the other side in the proceedings. In the Lords, those statements and secondary evidence of His Lordship also comment on the form in which the evidence was court. He did not find tort that there should annexed to the case extracts from *Hirschfeld* and it might be said, no; but it might be good deal of discussion might or might not be the case had been seen some of the evidence what had been found as one that the parties given all assistance to a clear picture.

Lord Justice Ormrod, concurring judgment, Solicitors: Fishman,

Order in Council and therefore the Co: Treasury Solicitor.

Bank managers
adapting to
new techniques
page 18

Wilson guidelines on NEB role aimed at allaying industry fears

By Maurice Corina
Industrial Editor

Guidelines prepared under the direction of the Prime Minister will be issued shortly by the Government to define more precisely the role of the National Enterprise Board and to stress the voluntary nature of corporate planning agreements.

The more it is intended to provide industrialists with some badly needed post-referendum reassurance that their anxieties about features of the Industry Bill are better understood within Whitehall, Mr Wilson may well take the opportunity in his Commons statement today on the referendum to hint that changes in industrial strategy, designed to remove constraints, benefiting investment planning in the private sector, are on the way.

A fuller statement, however, is certain when the Industry Bill reaches the report stage, before which a Cabinet committee, led by Mr Wilson, will re-examine the clauses to see how the criteria for aid to companies might be clarified.

The present thinking is that guidelines will make the NEB more acceptable to private industry. Carefully drafted terms of reference are seen as a way of controlling the activities of both the board and its sponsor, the Department of Industry.

There is even some talk in Whitehall that the Government might be prepared to drop the controversial clause on the compulsory disclosure of information if industry would commit itself to the introduction of planning agreements and consequential increases in investment expenditure.

An alternative is felt to be a drastic amendment whereby the criteria for compelling disclosure of company policies are put in clear terms, with the right to withhold the most sensitive information guaranteed by statute.

The Confederation of British Industry would regard either of these courses as a major concession. If leaders are apparently ready to write a special letter to Mr Wilson, the disclosure by companies to employees with appropriate planning agreements.

Their complaint has been that Mr Benn's White Paper on the Regeneration of British Industry differs from his Bill. The

Warning on coal costs threat from militants

By Paul Routledge
Labour Editor

Coal has a secure future in the Government's overall energy policy unless it is threatened from within, Mr Wilson said at the weekend.

This oblique reference to the growing left-wing support for a Yorkshire miners' claim for pay rises of up to 64 per cent was coupled with a warning that coal prices were now only just competitive with rival fuels.

In a speech to the annual gala of the Nottinghamshire area of the National Union of Mine-workers at Mansfield, the Prime Minister reminded miners and their families that the Government had given the go-ahead for the national plan for coal.

This involved investment of £600m over the next few years to increase capacity up to 150 million tons.

"For the first time in our history Britain has a comprehensive and coherent energy policy," Mr Wilson said. "And within that policy, coal has an assured future."

"Trained miners and new recruits can go for still improved productivity with confidence about their future and their families. A future which cannot now be imperilled unless it were to be imperilled within the industry itself."

Mr Wilson's delicate utterances about the future of the industry and the possibility of it being endangered by internal forces will be interpreted by left-wing union leaders as a warning not to go ahead with their militant wage demands.

His words follow a series of warnings from two Energy Department ministers, Mr Varley and Mr Alex Eadie.

Prospects for economic recovery depended on the fullest cooperation of all the British people in bringing down the rate of inflation. "At least to a level comparable with that of our competitors," Mr Wilson added. "This is above all a question of industrial costs."

"This is a matter on which there will be much public discussion during this summer, and it is right that there should be."

In the coal industry, the increase in production costs due mainly to the catching-up of miners' wages is a catching-up which no one in the present Government regrets, has meant that coal and oil prices are now fairly evenly matched.

"It is as vital for those in the industry as it is vital for the country as a whole that this competitive position should be maintained."

"The Government has done its part to secure a strong and secure future for the coal industry. We have endorsed the long-term plan for expansion and capacity; we have backed that plan with hard cash, and we shall go on backing the industry."

He concluded: "So the future of the coal industry is now where it belongs—in the hands of those who work in it and the hands of those who run it."

Their decisions and their actions will decide whether coal is to retain the competitive price advantage which above all guarantees firm employment prospects and good wages."

War on rival union: The National Union of Mine-workers has begun moves to drive out of the coal industry a rival non-militant white-collar union, the Association of Professional, Executive, Clerical and Computer Staff (APEX).

Still smarting over "blacklegging" by APEX members during the 1977 strike, the miners have given the National Coal Board six months' notice of their intention to withdraw from the conciliation machinery for clerical staffs.

Their move in a concerted campaign to win sole negotiating rights in the industry, designed to force the board into withdrawing recognition from APEX, which organizes 5,000 NCB clerical staffs in the House, London, and the regional headquarters and computer centres.

Opec faces up to three key decisions

From Roger Veltrope
Libreville, Gabon, June 8

Three important topics that could influence the course of the international oil industry over the next 18 months come up for discussion when ministers from the Organization of Petroleum Exporting Countries begin their regular quarterly meeting here tomorrow.

Top of the agenda will be the question of switching the currency in which oil prices are calculated from dollars to special drawing rights, and in doing so prior to the end of the nine-month freeze on crude oil costs in September. A straight increase, breaking the price freeze, is said by leading Opec observers to be "extremely unlikely."

Adoption of SDRs as the oil currencies would mean a marginal increase in crude oil costs, certainly not enough to be reflected in product prices in Europe.

From almost equal importance will be consideration of outline plans for further small, but coordinated reduction in Opec oil output, and the attitude the organization should adopt towards resuming a dialogue with the oil-consuming countries.

After several months when it looked likely that Opec members would vote to change from dollars to SDRs in order to protect oil revenues from the ravages of a declining United States currency, it is now by no means certain that the change will be made.

Predictions that the dollar will strengthen in the future is the factor that may eventually discourage Opec ministers from making the switch.

Both Saudi Arabia and Iran, who are particularly influential in the organization's economic deliberations, would prefer to see the dollar remain as the key currency. However, Opec's Economic Commission feels that even if the dollar strengthens, oil revenues should not hinge on the movements of a single currency.

There is also the possibility of linking prices to a basket of currencies. That the SDRs, but this is unlikely to find favour with Saudi Arabia or Iran, which are now putting their weight behind the concept of indexing oil prices on the basis of the cost of imports of goods from the industrial oil consumers.

Indexing of prices is not universally popular in the consuming countries. There is a feeling that a more practical system would be produced by making this the topic of a consumer-producer/Third World dialogue.

Sir Frank McFadden, chairman of "Shell" Transport and Trading, said recently that if the price of oil and industrial goods were indexed at present levels it would not produce a workable solution, as the five-fold increase in oil prices over the past two years was still not fully reflected in the price of most industrial goods.

Pressures could mount during the week for an end to the impasse among members on the rescheduling of the various freight and quality premiums that make the calculation of prices so complex.

With the opening of the Suez Canal, though, it may also have to be given to ending the Suez freight premium on Mediterranean oil, imposed when the canal closed in 1967.

Discussions in Paris on big UK air order

By Arthur Reed

A multi-million pound deal involving the sale to Britain of European Airbus and one French of up to 40 BAC One-Eleven airliners was discussed behind the scenes at the Paris Air Show, which closed at the weekend.

Under the deal British Airways would buy a small fleet of a special version of the European A300 Airbus, coded the B10, a 250-seater for use on its short-to-medium routes into Europe.

The A300 in its present form has American General Electric CF6 engines, but the B10 would be fitted with the Rolls-Royce RB 211 engine—the same powerplant which British Airways has on its fleet of Lockheed TriStar aircraft.

In return Air France would buy One-Elevens instead of an American airliner, the Boeing 737, which they are now planning to lease secondhand. If taken up, the deal would give an enormous boost both to the engine and airframe sectors of the British aerospace industry.

The French are understood to have indicated that they are not now going ahead with their recent threat to displace directors of Air France if the airline did not buy wholly European equipment.

The only French airliner in the bracket which Air France has to fly is the B-747 jumbo. This will not meet the performance required by Air France unless it is fitted with some future date with the new French-American 10-tonne engine, the CFM56.

Any British decision on the proposed One-Eleven Airbus offer deal would have to wait for the establishment of the national aerospace corporation which will be set up to oversee the industry when it becomes state-owned early in 1978.

British Airways, with a depressed market and a big new fleet of TriStars to assimilate, has been lukewarm in the past about taking A300s on its inventory, but it may be pressed into a reconsideration of policy by the undoubted success the European Airbus is enjoying in service.

Airbus Industrie, the five-national consortium (France, West Germany, Britain, Holland and Spain) which makes the A300 in Toulouse, claimed at the weekend that it had completed one of the most successful first years of service for any new airliner.

Air France, the original operator, has now been joined by three other airlines with A300s in service, Hawker Siddley, the British aerospace company, makes the wings for the Airbus at Chester.

The message to come out of the 10-day Paris show is that Europeans, heartened by the British vote in favour of remaining in the EEC, are bent on widening the areas of aerospace cooperation in future.

Leaders of the European industry were bitterly disappointed in Paris by the choice of an American fighter (the F-16) by Belgium instead of the French Mirage F1, but they are encouraged by serious progress being made towards a European "family" of all liners, ranging from a 150-seater to a 300-seater.

Fresh moves in CEI restructure dispute

By Derek Harris

European harmonization problems for the engineering profession, which have been marking time until the referendum result, are now expected to bring increasing government pressure for Britain's engineers to unite in settling their 10-month-old dispute over reorganization.

The Department of Industry, responsible for the professions, is still waiting for a clear lead from the Council of Engineering Institutions—umbrella organization for 15 chartered bodies—on harmonization proposals. The CEI has yet to decide whether the "integrated Engineering" Board will make European problems on acceptable professional standards and other issues.

Meanwhile, new battle lines in the controversy over restructuring were drawn over the weekend. Of the two voting blocks which have emerged within CEI, six institutions—

Warning on coal costs threat from militants

By Paul Routledge
Labour Editor

Coal has a secure future in the Government's overall energy policy unless it is threatened from within, Mr Wilson said at the weekend.

This oblique reference to the growing left-wing support for a Yorkshire miners' claim for pay rises of up to 64 per cent was coupled with a warning that coal prices were now only just competitive with rival fuels.

In a speech to the annual gala of the Nottinghamshire area of the National Union of Mine-workers at Mansfield, the Prime Minister reminded miners and their families that the Government had given the go-ahead for the national plan for coal.

This involved investment of £600m over the next few years to increase capacity up to 150 million tons.

"For the first time in our history Britain has a comprehensive and coherent energy policy," Mr Wilson said. "And within that policy, coal has an assured future."

"Trained miners and new recruits can go for still improved productivity with confidence about their future and their families. A future which cannot now be imperilled unless it were to be imperilled within the industry itself."

Mr Wilson's delicate utterances about the future of the industry and the possibility of it being endangered by internal forces will be interpreted by left-wing union leaders as a warning not to go ahead with their militant wage demands.

His words follow a series of warnings from two Energy Department ministers, Mr Varley and Mr Alex Eadie.

Prospects for economic recovery depended on the fullest cooperation of all the British people in bringing down the rate of inflation. "At least to a level comparable with that of our competitors," Mr Wilson added. "This is above all a question of industrial costs."

"This is a matter on which there will be much public discussion during this summer, and it is right that there should be."

In the coal industry, the increase in production costs due mainly to the catching-up of miners' wages is a catching-up which no one in the present Government regrets, has meant that coal and oil prices are now fairly evenly matched.

"It is as vital for those in the industry as it is vital for the country as a whole that this competitive position should be maintained."

"The Government has done its part to secure a strong and secure future for the coal industry. We have endorsed the long-term plan for expansion and capacity; we have backed that plan with hard cash, and we shall go on backing the industry."

He concluded: "So the future of the coal industry is now where it belongs—in the hands of those who work in it and the hands of those who run it."

Their decisions and their actions will decide whether coal is to retain the competitive price advantage which above all guarantees firm employment prospects and good wages."

War on rival union: The National Union of Mine-workers has begun moves to drive out of the coal industry a rival non-militant white-collar union, the Association of Professional, Executive, Clerical and Computer Staff (APEX).

Still smarting over "blacklegging" by APEX members during the 1977 strike, the miners have given the National Coal Board six months' notice of their intention to withdraw from the conciliation machinery for clerical staffs.

Their move in a concerted campaign to win sole negotiating rights in the industry, designed to force the board into withdrawing recognition from APEX, which organizes 5,000 NCB clerical staffs in the House, London, and the regional headquarters and computer centres.

EEC steel curbs leave Britain out

By David Blake

This week the EEC Commission is likely to announce revised forecasts for steel output in the Community over the June to September period. This involves a significant increase in estimates and last year's figures.

The Commission is expected to predict that output during the four months will be slightly over 62 million tons. Publication of the forecast will end a period of uncertainty and confusion.

Commission officials say it is "inevitable" that the new forecasts and the Commission's monitoring of steel production during the coming year will be a source of friction between Britain and the United Kingdom.

The new estimates are a halfway house between a pure statistical exercise, which the Commission is required to carry out under Article 46 of the Treaty of Paris, which set up the European Coal and Steel Community, and the much more sweeping imposition of quotas and price restrictions called for earlier this year by French steelmakers.

Commission officials say the forecast is a kind of "indicative plan" for steelmakers in the Nine. Each country has been allocated a percentage of the Community output and the Commission officials will carry out a fortnightly check on production by companies.

The Commission is likely to point out to any steel companies which step out of line the impressive reserve powers it has under the Paris Treaty.

The new forecast has been prepared because of the continuing problems facing steelmakers from over production and the need to restrict output. The Commission mission recognized early this year that its original forecasts for 1975, based upon national governments' estimates of likely economic growth, was turning out to be too optimistic.

Because of this it has been working on new forecasts and possible contingency measures since February. But no action was taken on a French request to declare a state of "manifest excess" in the Community steel production quotas for two reasons, officials say.

The first was that the Commission believed such action could lead to a further collapse in the steel market and cause more problems than it was worth.

The second reason was a fear that any action along these lines could have provided ammunition and a precedent in the United Kingdom, who would have interfered in national control over the steel industry.

Bankers hope to patch up IMF row

From Peter Norman
Basle, June 8

The world's central bankers gather in Basel tomorrow for the annual meeting of the Bank for International Settlements.

This will be taking place against a background of the sharpest and most widespread recession since the Second World War but discussion is more likely to concentrate on the rather abstruse disagreement between France and the United States over proposed changes to the International Monetary Fund.

Many of those assembled in Basel will be leaving tomorrow afternoon for Paris where, on Tuesday and Wednesday, the interim committee of the IMF will gather in an attempt to patch up the quarrel which monetary sources fear could prejudice international monetary cooperation.

The row centres on three problems:

1.—A general increase of members' quotas in the fund, coupled with a reshuffling of quotas to reflect changes in the world's economy.

2.—Future rules for official gold transactions, and what to do with the fund's own gold holdings.

3.—Revision of other fund rules, including proposals to legalize floating currencies.

In January agreement was reached that the fund's quota contributions should be increased by 25 per cent to 39,000 million special drawing rights. It was also agreed that the members' shares of the overall quota should be revised to reflect changes in monetary strength.

France's share of Opec fund members would be doubled to 10 per cent and the contributions of certain industrialized members—primarily the United States and Britain—would be cut to compensate for this.

As the quota contribution determines the voting rights of the fund member states, the United States is resisting a reduction of its quota from 23 per cent to below 20 per cent for fear it might lose its power to veto fund actions.

France, on the other hand, has taken the view that Washington is being unnecessarily fussy, particularly as the most important decisions, and 85 per cent of the fund's income would be needed—against 80 per cent at present.

The gold issue hinges on what to do with the IMF's own holding, which is worth about \$6,500m at the old official price. America wants the IMF to sell some of this gold to finance a new fund for developing countries. France wants the money handed back to the IMF members at the old price so that they could sell the metal and contribute to the new fund from their profits.

Objections to the French proposal is that it could prove inflationary.

A compromise solution may be reached containing aspects of both the American and the French schemes. Failure to reach an agreement could result in the fund being shelved and the valuable asset worth about \$25,000m at today's market prices for gold would be dormant.

The third issue—that of legalizing floating currencies—is regarded by some European monetary experts as being the most controversial. The differences are primarily ideological. France wants to legalize an international monetary agreement based only on "fixed but adjustable exchange rates" and the United States wants to retain the present system of floating.

FINLAY PACKAGING LTD.

(Printers, Manufacturers and Converters of Packaging Materials)

The 19th Annual General Meeting of Finlay Packaging Limited was held on 8th June in Belfast, Mr. R. N. D. Langdon, F.C.A., the Chairman, presiding.

The following are extracts from the Accounts for the year ended 31st December, 1974—

SALES: Sales during 1974 amounted to £242,893 of which £27,430 comprised exports. Trading profit of £263,648 shows an increase of £12,240 over the previous year but increased interest caused by inflation reduces the profit before taxation to £212,715 (1973 £222,007).

BALANCE SHEET: Inflation is the main reason for the increase in stock value, and while every effort is being made to minimise stockholdings, the trend will be upwards as production at Consett increases. Debtors have been reduced by tighter credit control.

EXPANSION AT CONSETT: Installation of plant was completed at the end of 1974, and after tests limited production started in February and should increase during the year. The building of the extension to the factory is on schedule, the steelwork and roof having been completed.

To restrict bank borrowings, the main items of plant referred to in 1973 as "future capital expenditure" of £250,000 have been leased over a five year period at a cost of £48,000 per annum, with an optional secondary period at a nominal charge.

CURRENT TRADING PROSPECTS: Various restrictions caused some loss of production in 1974 and in common with all sectors of industry our biggest problem has been inflation. We are endeavouring to prevent further reduction in profit margins by strict attention to plant utilisation, control of stocks and wastage but face 1975 in full realisation of the difficult period ahead.

The Report and Accounts were adopted.

TUC attacks executive pay levels

By Malcolm Brown

Examining the part played by fringe benefits, which it sees as of major importance to the higher paid, the TUC says that many such benefits "tread a narrow path between broad legal tax avoidance and illegal evasion."

It argues that although the Government is constantly trying to restrict the extent to which non-monetary benefits can be used to avoid tax, the Inland Revenue always seems to be one step behind the tax accountants. "It is likely that the most highly paid in the population will be the ones who benefit from this 'ingenuity' it observes.

One important cause of social discontent today was conspicuous inequality in consumption. "The social contract wage guidelines argue that at the present time there is little scope for increases in consumption. "In this context it will be apparent that those reaching top positions in society have a rising income, dependent on promotion, whereas the mass of trade union members have a quite different life-income expectation. "Thus even if equality of opportunity were to be an agreed precept—one which is far from being realized in this country with glaring inequalities in education in opportunity, social deprivation and a pattern of inherited wealth—the range of earned incomes is still a question of fundamental social concern."

The TUC recommends that as a starting point the commission should consider the incomes span which might be judged reasonable in terms of the social and economic life of the country, and should then "consider the ways of handling the consequential difficulties of taking an upper figure (eg. £20,000 before tax or £10,000 after tax) as a limit."

In supplementary evidence to the Commission the British Institute of Management says heavy progressive taxation at the higher levels is unfair and a disincentive to the wealth-producing manager on whom Britain depends for its economic recovery.

Over the last ten years or other shorter periods managers' differentials (both gross and net) have been eroded: a failure to reverse the process may discourage managers from maximum effort to the detriment of Britain's economic recovery," the B.I.M. declares.

Haulier reaction on wages could outflank TGWU

By Clifford Webb

Road haulage is reacting vigorously to union pressure for the winding-up of the long-standing and much-criticized Road Haulage Wages Council. The outcome could be quite different from that which the unions are seeking, however.

If the employers have their way, the 30-year-old council will be replaced by a national joint negotiating committee with a firm enough base to put an end to the leapfrogging tactics employed so successfully by the Transport and General Workers' Union.

The Road Haulage Wages Council is a statutory body and a commission of inquiry will almost certainly be required before it can be removed. Mr Michael Foot, the Secretary of State for Employment, is now considering the unions' formal application for this procedure to be set in motion.

A further complication is the Employment Protection Bill now before the Commons. This provides for a transition from wage councils with government nominated members to collective bargaining by statutory joint industrial councils.

Vauxhall Motors and its parent, the giant General Motors, are refusing to comment on reports that the next new Vauxhall model to be built in the British market will be built initially at Antwerp rather than Luton or Ellesmere Port.

Trawler owners to seek £5m further subsidy

Trawler owners have decided to press the Government on Wednesday for a further subsidy worth more than £5m a year. The present operating aid totalling £6.25m will expire at the end of this month.

Mr William Suddaby, president, and Mr Michael Burton, vice-president, will lead a delegation from the British Trawler Federation to Mr Peter, Minister of Agriculture, Fisheries and Food, on Wednesday.

They will tell him that the 76 deep-sea trawlers which have been taken out of service since the start of 1974 represent a cut of 12 per cent in the country's catch of its most important species of food, like cod and haddock.

GM non-committal on new Vauxhall

Vauxhall Motors and its parent, the giant General Motors, are refusing to comment on reports that the next new Vauxhall model to be built in the British market will be built initially at Antwerp rather than Luton or Ellesmere Port.

CONSTRUCTION (Holdings) LTD.

	1974	1973
Turnover	3,604,053	3,391,145
Profit before Taxation	363,593	295,235
Taxation	182,372	150,639
Profit after Taxation	181,221	144,595
Earnings per 25p Share	8.84p	6.47p
Total Dividend	2.63p	2.42p

"Turnover and pre-tax profits were the highest ever recorded. We have sufficient financial resources to enable us to weather the present recession in the industry and to give us a firm base from which to develop our activities."

John A. Drake, Chairman.

Copies of the 1974 Report and Accounts may be obtained from the Secretary, 15 Took's Court, London EC4A 1LA.

Management

Edited by Rodney Cowton

Adapting to new techniques as banks shed their monastic image

"You can see it go across a branch bank manager's face sometimes. Me—a salesman? Who the devil do they think I am?"

Mr Peter Walsh, deputy principal of the Barclays Bank Staff Training Centre at Chester House, on the edge of Warrington, Cheshire, was talking about one of the more common initial reactions, usually from older managers, received when putting over the radical change in management policies which in varying degrees is being adopted by all the clearing banks.

Marketing and selling techniques—never of course taken to the brass extent of actually knocking on doors—human relations behind and in front of the counter, and all the other paraphernalia of the latest training techniques from closed circuit television sessions to business games, are the "in-shine" around the banks these days.

Mr John Buck, Barclays' assistant general manager for staffing, said: "Bank managers have got to be different types of persons now. They can't just sit on their backsides waiting for the business to come to them, as sometimes happened in the past."

He went on: "It's not just a matter of better technical skills, although that is part of the story. You need managers and potential managers with breadth. He—or she—needs to know a lot about industry, about the ways of companies, big and small. There is also the question of improved relationships with staff."

Mr Buck, who came into

banking by the traditional route, joining the bank at 17, remembers banking when it was more like a monastic order than the commercial operation which it now recognizes itself to be.

Barclays has gone a long way to buying that era, although in common with other banks a lot of today's managers grew up with the old ways, and still mostly make one bank their life career. Barclays copes with that problem by putting considerable emphasis on management training, aimed at influencing attitudes as well as extending knowledge and skills. But its programme of backlog training could run for some time yet.

Although Barclays has so far been noted mostly for its attention to marketing—the 10-year-old Barclaycard operation turned a corporate Barclaycard into a selling technique early—Mr Buck says of management problems: "We've been very keen about this. So many companies in this country have failed in the past in this area. Management and staff relations have just not been good enough."

Industrial relations are in fact now getting more time in Barclays training syllabus. With an eye to European development Barclays has regularly been sending personnel to international courses in Germany.

Some Barclays' operations also demand special training. Its business advisory service, now almost embarrassingly heavily booked, demands management accounting skills to give clients the sort of infor-

mation on which they can make mature financial decisions.

National Westminster has a bigger numbers problem than Barclays, with an average of 250 managers a year being appointed against around 200 at Barclays. National Westminster staff numbers around 55,000.

It has been in the training game a long time, with a proliferation of residential courses. Perhaps inevitably with such staff numbers, the emphasis seems to be more on technical than management training, but for managers business schools are being used—with discretion—and a planned programme of management conferences aims to achieve what other banks go for in their more specific management courses.

Mr Reginald Nichols, who has been with the bank for nearly 40 years, having also joined at 17, is the deputy general manager at the personnel division. He sees great advantages for staff relations in the breakdown of the organization into so many self-contained units—there are 2,800 branches alone. A lot of training also happens on the job.

He added: "We have greatly improved management information systems. This brings the thing together." Down to cashier level staff are expected to consider which of the bank's many services might fit a customer's needs, so that "opportunities but without becoming offensive in the process" selling chances are not missed.

The most significant change in all banks' attitudes to the type of manager they need is undoubtedly emerging in gra-

duate recruitment programmes.

National Westminster is bringing in around 150 graduates a year, giving them additional high pressure training. Except for that, they are expected to compete on equal terms with non-graduate recruits.

National Westminster accepts around a 50 per cent eventual wastage among graduate recruits. Barclays on the other hand takes in 30-40 a year, relying on careful selection to keep wastage down to almost nil. Both banks feel they have effective systems to spot and bring on the potential high fliers.

Proportionately, probably the biggest user of graduates is Williams & Glyn's. On a staff of only 5,500 its graduate recruitment is about the same as Barclays.

It aims at a managerial structure balanced between graduate and non-graduate, seeing good manager material in the non-graduate ranks. Williams & Glyn's, undoubtedly aided by its smaller size, watches individual graduates particularly closely, throwing them into exposed positions as early as possible, speeding training selectively and generally giving them a push. It is developing a manpower planning system so that recruitment realistically meets the needs of 10 years or more ahead.

But for all the changes at the banks it will obviously be a long time before they become quite as open as they are in their selling as say those in the United States, if, indeed, they ever do so.

Derek Harris

BIM backs up case for incentives

The British Institute of Management is continuing to hammer away at its theme that the erosion of financial incentives for managers may be damaging the performance of the British economy.

The institute has already submitted both written and oral evidence to the Royal Commission on the Distribution of Income and Wealth, which is investigating salaries of over £10,000 a year.

Today it publishes supplementary evidence to the Royal Commission, which basically draws together material derived from its recently published National Management Salary Survey and from a conference held last month under the title "The Effective Manager—what is he worth?"

The BIM concludes that "where progressive taxation at the higher levels was unfair and a disincentive to the wealth-producing manager, on whom this country depended for its economic recovery. Net-of-tax differentials must be sufficient to encourage the shouldering of extra responsibility and the taking of risks."

It suggests that the United Kingdom manager's low remuneration, when compared with his international competitors, could be one of the reasons why the United Kingdom's economic performance has deteriorated in recent years. The evidence says it is apparent that effective younger managers were being attracted abroad and many could not afford to return to the United Kingdom.

Lessons to be gained from the Flixborough disaster

From Mr R. Sargent

Sir, It is good news (The Times, May 30) that the member institutions of CEI have at last found the resolve to stand together and, one hopes, to do the job for which they were awarded their charter with such high hopes 10 years ago.

For, as Professor Coates, the chairman of CEI, pointed out in his letter, May 23, the Flixborough disaster has highlighted the need for a proper recognition of the role of fully qualified professional engineers at both technical and management levels in companies using advanced technology.

What has not been clearly said, either by Professor Coates or in the report of the court of inquiry itself, is that there was not a single chartered or graduate engineer concerned at any level with the vital decisions which led to the Flixborough disaster.

In particular, the acting works "engineer" held an ONC in electrical engineering, and the "senior chemical engineers" who in the words of the report were "incapable of recognizing the existence of what was in essence a simple engineering problem", held Dutch MTS or HNS qualifications. All these are eminently respectable, technician qualifications, but clearly they are not enough even when supplemented by wide practical experience.

Certainly, this is a vindication of the original purposes of CEI and the unpopular "elitist" policy it has followed in respect of entry qualifications, which has emphasized a minimum standard as a minimum starting point. But the CEI cannot afford to be complacent; maintenance of standards needs constant effort and vigilance.

Yours faithfully,

R. SARGENT

(Past-President, the Institution of Chemical Engineers)

Department of Chemical Engineering and Chemical Technology, Imperial College of Science and Technology, London SW7.

May 22.

The law of supply and demand

From Mr L. T. Roach

Sir, I have managed to resist the temptation to write to you on the subject of domestic house prices for a considerable period, since you had the goodness to publish a previous letter from me on the subject.

But I am unable to restrain myself after following the publication of an incredible letter today under the heading "Furious situation for all home buyers".

After several readings I still find difficulty in following the arguments presented, but I understand the facts mentioned as being:

and the courage to say no to those who do not come up to scratch.

In the light of Flixborough, they should also be asking themselves whether the minimum standard for a chartered engineer should not be raised to honours-degree level, and they should be doing something about the standards of the many engineers who slipped under the net before it was properly in place.

Flixborough has a message too for Mr Prentice and Lord Crowther-Hunt. Before becoming too preoccupied with student numbers and unit costs they would do well to read the list of those who took part in the inquiry and reflect on the contribution from the universities.

Rome was not built in a day (although its sacking took not much longer), and the reason why so much sophisticated and effective investigation could be carried out so quickly was that there were well-founded laboratories with active research groups already working on improving our understanding of the underlying science and technology.

We could expect our graduate engineers to recognize the existence of engineering problems and to consult relevant standards and codes of practice, but today's technology often demands a higher level of postgraduate training to provide engineers capable of solving the problems and of writing the codes of practice for others to follow.

Yours faithfully,

R. SARGENT

(Past-President, the Institution of Chemical Engineers)

Department of Chemical Engineering and Chemical Technology, Imperial College of Science and Technology, London SW7.

May 22.

Housing market not so black

From Mr Norman Griggs

Sir, The situation in the private housing market is not as black as Mr and Mrs De Winter Hebron would have us believe (June 4). During this year building societies have made a dramatic recovery from the shortage of funds experienced in 1974; nevertheless, the demand for home-loans still remains unsatisfied so the societies have to find means of allocating their available money, the great bulk of which goes to investors who want to buy on to existing borrowers, who want to change house.

Curtailling the individual amounts the societies are prepared to lend to existing borrowers may have some effect on chains of purchases but the fact is that the market for houses in the middle and upper price range remains slack, presumably because of the uncertainty of the times and the increasing cost of living in more expensive properties.

The purchaser has to face, for example, a penal rate of interest and heavy charges for fuel and upkeep of the house, at a time when his available income is being severely reduced by taxation.

The figures show that 53 per cent of built-up society mortgages during the first quarter of 1975 went to former owners, occupiers compared with 47 per cent 12 months previously, so there is no question of that sector of the market being starved of funds.

The total amount promised to homebuyers is now running at record levels and if, as seems likely, this continues, the whole position should ease through the housing market, to the benefit of purchasers at all price levels.

Yours faithfully,

NORMAN GRIGGS,

Secretary-General, The Building Societies Association,

14 Park Street, Mayfair, London W1V 4AL.

What is said, is to see the con-

voluted thinking presented on this subject by someone, who, one presumes, is an entrepreneur.

I hesitate to say so, but Mr Hebron might like to know that the problems he describes and the natural solutions are quite well known. The mechanisms involved are commonly and loosely called the laws of supply and demand, or the price mechanism.

Yours faithfully,

L. T. ROACH,

c/o Elyon Way, Boreham Wood, Herts, WD6 2HY.

Retraining opportunities for the jobless executive

About 30 unemployed managers gathered recently in the offices of the Professional and Executive Register behind Buckingham Palace to hear of the wide range of retraining facilities offered by the Training Services Agency under the TOPS (training opportunities) scheme.

The Government annually spends about £100m on TOPS. About 40 per cent of the retraining is done at the 55 Skill-centres (later-day incarnations of the old government training centres) where unemployed people can be retrained in a variety of crafts. A further 40 per cent is accounted for by

courses in colleges of further education, 10-15 per cent by training in places of employment, and 5 per cent at universities.

The variety of subjects in which training can be obtained can perhaps be seen in the fact that a training school is being planned for deep-sea divers to supply a need created by North Sea oil, while courses have been run to enable redundant pilots to convert to flying helicopters, and people have been trained in antique furniture restoration.

The recent seminar at PER was for managers who had been unemployed for six weeks or more, and for whom the loss of their job was begin-

ning to look like something more than merely a temporary hiatus in their careers.

They heard that the TOPS scheme was almost infinitely flexible, and by no means confined to blue collar workers, and that they could receive substantial financial support for any course, provided it lasted for not less than four weeks and not more than a year, that the authorities were satisfied that it would improve their prospects of finding employment, that it was not sponsored by an employer and that it was not a sandwich course.

Thus it is possible to take a course in marketing or personnel management, or to gain a

Diploma in Management Studies or the degree of Master of Business Administration under the scheme.

When TOPS is satisfied that a course of training meets the criteria, and that the individual is suited to it, they will pay course and book fees and make allowances which may be equal to an annual salary before tax of £2,000 or more.

With the present rising levels of unemployment affecting more and more managerial workers, TOPS is looking for a big increase this year in the numbers it sponsors for retraining in managerial skills. It hopes that within 12 months it will

be retraining such people at a rate of about 5,000 a year.

The cost of retraining including allowances can range from £200 to several thousand pounds. The average cost of training an individual at a Skill-centre is £1,800, and at other training establishments £1,450.

So far the supply of facilities for retraining managers has exceeded demand, perhaps partly because the opportunities were not sufficiently widely known. It was specifically to acquaint 30 unemployed people with these possibilities that the seminar and others before it were held, and it is likely that demand will be held throughout the country.

Outlook for car assembly plants in North-west is not too gloomy

Sir Dennis Barnes, chairman of the Manpower Services Commission, while visiting industrialists and union leaders in the north-west last week to underline the seriousness of the employment situation—about which, one would have thought, the region had few illusions anyway.

He explained that the commission's "contingency plans" were geared to the probability that unemployment nationally would pass the one million mark by early next year, and may reach 2,000,000.

Sir Dennis implied that while some areas of the country, like the north-east and the east of Scotland would be less seriously affected than he has been in previous economic recessions, the outlook for the north-west was not bright and unemployment could get worse.

Merseyside, he thought, was in a particularly difficult situation because of its employment there was in or geared to the car industry.

Adding to argument

Sir Dennis has done no more than add the considerable weight of his office to arguments that have been advanced by industrial planning and development spokesmen in the north-west for a very long time.

They have repeatedly warned successive ministers and government departments that the region has a great many inherent weaknesses in its industrial and economic structure, and that these would leave it extremely vulnerable in times of crisis.

To be fair, these warnings have not gone entirely unheeded. The lengthy and vigorous lobbying carried out on behalf of the region has produced some positive gains, such as the Special Development Area, and of the region as a whole as an Intermediate Area.

Despite this, it is increasingly clear that failure to tackle some of the more deeply rooted weaknesses—particularly those associated with industrial dereliction and the sensible distribution and diversification of industry—is coming home to roost.

Unemployment is rising faster in the north-west than elsewhere, and much of its industrial base is, as the region's own experts forecast, proving vulnerable. The textile industry is again taking a hammering with about 60,000 workers on short time and mills closing at the rate of four a month.

Industry in the Regions

One aspect of Sir Dennis's observation bears closer examination. This is the heavy dependence of Merseyside on the vehicle assembly industry. With plants belonging to three of the "big four" car companies, Ford, Vauxhall and British Leyland—established in the area (largely as a result of government intervention) 25,000 workers are employed in the motor industry, and perhaps four or five times that number directly dependent on it through supplies of components and services.

This heavy dependence on a single sector, which results from a deliberate policy of bringing into Merseyside over the past decade or so the one industry capable of providing investment and job opportunities on the scale that was required has always been a potentially dangerous factor.

But even the gloomiest of prophets could not possibly have visualized the sort of depression affecting the car industry throughout the world.

No guarantee for future

Merseyside's situation as a car manufacturing centre, although there can be no guarantee about the future, is remarkably not as bad as might have been expected.

Ford, the largest of the car companies, employing 14,000 people at its Halewood plant, is still working a full five-day week—and some overtime as well. It is fortunate that its main production model, Britain's best seller both in the home and European markets.

The Escort is produced both on Merseyside and in Germany, and Ford claims that both centres need to work to full capacity to meet the demand for the car. The German plant is doing so, but Halewood is not.

The Halewood management's problem seems to be one of confidence. For some weeks it has been conducting an intensive communications campaign with union officials, shop stewards and the floor to convince its workers that the company does indeed want every car it can produce; and that by turning them out as quickly and efficiently as they can, the

Rumours of more cuts

Despite the fact that this plant too is working a full five-day week, on its main shifts, although regular overtime that was once a permanent feature of its production schedules has been eliminated—there are persistent rumours of more cuts to come.

These have recently led to the formation of a shop stewards' "action committee" with accompanying threats of plant takeover and a workers' redundancy to resist any further redundancy or short-time working.

The Ellesmere Port plant's main model is the Viva—again one which might expect to hold a reasonable market in the current climate—and it is also involved through its engines and transmissions shops in the recently launched Chevrolet. There is talk of more work on this small car model being channelled from Luton to Merseyside.

British Leyland has its Triumph plant at Speke, Liverpool and its future operations must depend on the way in which the corporation's reorganization programme, after the Ryder report, is implemented. However, the plant is a modern one with a better labour relations record than many others in British Leyland. If there is a "right" end to the car market the Speke plant is involved in it through production of the Toledo range.

On the whole, while no one would describe the situation on Merseyside as a happy one—and there may well be more shocks on the way—the motor plants are not quite the cause for concern that they might be. Indeed, they seem to be a good deal less vulnerable than some of those in other parts of the country.

R. W. Shakespeare

Business appointments

Shaw Carpet divisional chiefs named

Mr R. E. Charnock has been made managing director and Mr R. Smith sales director of the newly formed United Kingdom division of Shaw Carpets. Mr M. S. H. Hartley becomes managing director of the company's new export division.

Mr John Pemberton has resigned as chairman of Sandale Brothers, but will remain on the board, Mr Frank Hartmann, previously his deputy, takes over as chairman.

Mr A. B. Mungana, a director of Barclays Bank of Zambia, has been elected non-executive chairman.

Mr Oliver Atkins is to become divisional general manager of Barclays Bank Transatlantic, previously an assistant general manager.

Mr J. A. Leeding has been made managing director of GKN Centrax Gears, succeeding Mr B. D. Ingh, who remains managing director of Salisbury Transmission. Mr A. J. Davies becomes engineering services director of Salisbury Transmission, and Mr A. C. Parsons has been made administrative manager of GKN Axles.

Mr Allan Waite, managing director of Arbro Press, has been elected president of the London Printing Industries Association.

Mr A. Noble, financial director of Gilling, has been appointed director and general manager of Rists Wires and Cables, a Lucas subsidiary. Mr Noble succeeds Mr C. W. Higgins, who has retired.

Mr J. Wood becomes technical director of Rists in succession to Mr K. Leyland, who has retired. Mr P. R. Pilon has been made director-general of Rist Cables et Filaires, a division of Société Française des Câbles.

Mr G. J. F. Alexander is now managing director of Reckitt Products, the household and toiletries division of Reckitt. Mr Alexander succeeds Mr Hugh Thomas who is returning to Brazil in the autumn as general manager of Yardley International's subsidiary in São Paulo. Mr John Mearns, marketing director of Reckitt Products, will succeed Mr Alexander as director of Reckitt & Colman's International development department, household and toiletries.

Mr A. A. Smalley (USA) has been elected non-executive director of APV Holdings and Mr J. Kneeland (USA) has been elected in his place.

Mr Stanley Berwin will resign from the board of N. M. Rothschild on September 1. He will return to Berwin Leighton as a consultant.

Mr Harold Jones, company secretary, has joined the board of R. E. Thompson.

Mr C. F. P. Waller has been made a director of Camford Engineering.

Mr Ray Grainger has been appointed to the new position of director in charge of the company's operations directorate within the Chemical Industries Association.

Mr Brian Steel has become managing director of the recently formed engineering marketing company, Schaeffler EMI.

Mr Russ Cumberland has joined Business Computer (Systems) as sales director.

Mr T. Ambrose has been made an executive director of Maud Payne (Aviation). Mr B. J. Morgan and Mr P. J. McGloin have been made assistant directors.

Britain stays in EEC

"We must speak and think of Community law, of Community rights and obligations, and we must give effect to them. This means a great effort for the lawyers. We have to learn a new system."

LORD DENNING, MASTER OF THE ROLLS, COURT OF APPEAL, 22 May 1974

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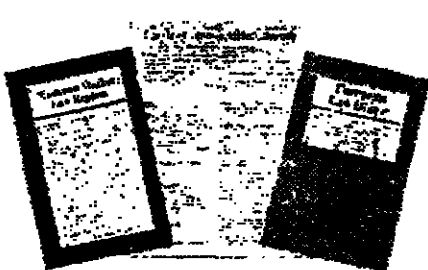
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From _____

BY THE FINANCIAL EDITOR

Next step for the market

Having been convinced virtually at the beginning of the campaign that there would be a "yes" vote, the stockmarket has lost its enthusiasm when it was assured on Friday that the market would be a small profit-taking trimmed market. The FT all-share index gained 4.41 to 154.09; the ordinary share index was 7.14 to 362 while the strong institutional demand for the market was only tempered by large sales of stocks.

What happens now? Well, many people in the City not only assumed that we should vote to stay in Europe, but also that the referendum campaign was over on that point. The Government would take positive action to pull the social contract out of the fire. Before the final returns were in on Friday, the Chancellor was ruling out an emergency Budget, however. While the Government intends bringing the inflation rate down dramatically within the next 12 months, it apparently aims to do so by jawbating the unions, hence Mr Wilson and the Nottinghamshire miners on Saturday and Mr Hesley's references to the "large minority" who have forced pay settlements outside the contract.

Whether the Government can achieve this, and as our economics editor, Peter Jay, reported on Saturday, that probably means establishing a pay norm of well under 15 per cent, and whether such a norm will convince the railwaymen to pull back from the brink—should be clear by the end of this month.

So, after the recent run-up in share prices, The Stock Exchange probably faces a more uncertain month. However, if the Government can get its arguments over, investors will be able to concentrate on the possibilities of a new economic revival in world trade next year. That, of course, depends largely on what happens in America, where, as last week's unemployment figures showed, the economy is still in deep recession.

Within the next couple of months we should be able to see whether the United States economy will start its revival in the final quarter of 1975 or whether the upturn will be delayed until well into 1976. Recent evidence suggests the latter, but that, given we can get our own house in order, need not dislodge investors from thinking that Wall Street and London are still part of the way through a long, cyclical rise.

Still buoyant, SMC, turned a record profit of £157,000. So, even if SMC had not agreed to accept Advest's bid worth 40p a share—which it has much to the advantage of—Myson which is offering 45p—something had to happen.

SMC's balance sheet has been badly battered both by the collapse of the home market for pumps and also by the Italian affair. A one-product company selling in a market—basically the homebuilding sector—which is only now showing faint signs of revival, it must be questionable whether SMC any longer has the financial muscle to put its house in order independently.

Nevertheless, and this explains the interest of Myson and Advest, SMC is immensely strong in its market. Having taken over the former Birmingham Small Arms pump business, a few years ago it became the only British maker of such pumps of any consequence; it probably has two thirds of the market. Properly financed and given a return to reasonable market conditions SMC should be capable of rapid recovery.

One can see, then, that the £22.5m, which even the Myson bid values SMC at, could prove a cheap price to pay for such a share of an important market. And on 1974 earnings, for instance, Myson would be offering SMC holders an exit price of around 51—under 50, an Advest bid for SMC is in no position to haggle too hard about the price—and in any case its board—which has committed its 10 per cent stake—reckons Advest's 40p of conversion stock is good enough and it does indeed look like a sound, though very particularly generous offer from a company whose record and balance sheet is about as good as one can find in engineering these days.

It is worth noting that SMC shareholders can convince themselves that Myson's share price will hold at or near to its present 77p. Myson, which makes much of the marketing advantages it would gain from a takeover of SMC, says last year's effective 40 per cent profit setback was largely exceptional since it took in the three-day week, internal disputes and major reorganization. It also says that its share price was through its financial year and while it is apparently expecting to do well may not be in a position to forecast. Moreover, Myson's historic ratings—a p/e ratio of around 20 and a yield of 7.3—are above average. Since Myson's cautious approach counts for something these days—especially with an engineering investment—Myson may have to come up with some pretty convincing factual support for its price if it is to win this contest.

North Sea oil Off balance sheet sums

Tricentral's need for government guarantees over its North Sea oil financing has been raised, the question as to what extent other North Sea operators may be forced to seek such guarantees before they can obtain bank finance. And Tricentral shareholders, who do not doubt that the company will have it confirmed last week that their company will pay at least an additional 5 per cent royalty to the Government in return for the guarantee.

That Tricentral will also agree to negotiate up to 51 per cent participation in its Thistle interest as part of the deal need not bother shareholders too much however. Participation increasingly looks

like being a neutral, if time consuming, exercise in respect of existing licenses, if indeed it happens at all which is now open to some doubt.

On the more important financing score it must be conceded at the outset that Tricentral's balance sheet does look inadequate in relation to its North Sea financing demands and that the Thistle field does present certain peculiar problems of exploitation. The circumstances were peculiar also in that, in order to keep the Thistle field moving after the deal, Tricentral, the Thistle operator, the government apparently said it would take over Tricentral's Thistle commitments if Tricentral was unable to meet them itself. Tricentral was thus forced to finance itself to the extent that the government was happy to see happening and the Government quite reasonably saw fit to provide guarantees allowing Tricentral to retain its interest.

This said though, some of the general uncertainty induced by participation, petroleum revenue tax and the rate at which companies will be allowed to exploit their North Sea reserves undoubtedly rubbed off on Tricentral. Though unintentionally, the Government has changed the rules of the North Sea financing game and it may have to concede a few more penalties against itself if fair play is to be seen.

The limited-recourse credit arranged by Thompson Piper Petroleum, a subsidiary of Thompson Scottish Assurance, which has a 20 per cent stake in the Piper field seems to have marked the end of the brief golden age of North Sea financing. Political uncertainties increased thick and fast after that deal.

True, the PRT has not proved so onerous as some bankers feared and the "front-end loading" coming from the 175 per cent uplift factor means a healthy cash flow in the first few years of a field's life. This, however, is a double-edged sword to the bankers who like to be out of an oil field after a maximum of seven or eight years.

However, the fact that Tricentral's guarantee is for £38m when the estimated cost to the company of exploiting its 8.4 per cent interest in Thistle is only around half that sum offers a view on what could accrue in the event of a production delay, and of course, even worse problems have proved formidable, quite apart from the impact of inflation.

The banker's line then, is that they now want to see some other substantial collateral as well as the production offset under the sea. Just how many North Sea companies will be able to demonstrate such additional assets remains to be seen. Moreover, bankers, including the all-important American banks in the consortium, are less than happy about legal title to North Sea oil. Unlike the United States, where a "lease" gives an operator a title over the minerals, a North Sea "licence" leaves the better title in the ownership of the Crown.

What happens in the event of a borrower's default if the bank should want to take a lien over the asset is an untested area of some concern to the banks. Norway apparently has taken this one and Britain might have to follow suit if it wants to expedite North Sea financing. Another question is whether the banks might want an additional royalty even when a government guarantee is offered, as in Tricentral's case. With several major packages still to be tied up yet, North Sea financing is not yet cut and dried.

Business Diary in Europe: Intrigue in the Channel

The ill-fated Mary Poppins of the IT line has sailed away from the Channel ports and gone instead on the so-called "better" route, taking a north German housewife on shopping spree in Scandinavia.

But although it was apparently all another example of union muscle by sea on both sides of the Channel, the key figure behind stopping the Southampton-St. Malo link, on the French side at least, was M. Alexis Gourvennec, a prosperous Breton artichoke farmer.

He first emerged in the early 1960s mobilising the peasants for an artichoke "war" against Paris and, having won it, built up a great following among the Breton agricultural communities. He led the way to a new prosperity with the opening for their cauliflower and artichokes in Britain.

This climaxed two years ago in M. Gourvennec's suing the BAI line, running the Roscoff to Plymouth ferry. It was a great self-help effort.

It was not therefore for nothing that the "pen at bed" which regularly serves that crossing was out at St. Malo heading the little ships blocking the imposing Mary Poppins.

M. Gourvennec's line plans to open up its own St. Malo-Plymouth route next year and did not wish to see the trade creamed off, probably bankrupting the BAI line.

It was thus a combined seamen's and peasants' manoeuvre that the German line stumbled over.

We have been pioneers opening up this region of Brittany and we demand that our company is given a monopoly

of this western traffic," M. Gourvennec told the French government.

In fact, monopolies are given, for various reasons, in France. Brittany has genuine development and underemployment problems. The incident has shown how Paris once again failed to wake up to the needs of the regions which the Germans were shrewd enough to spot.

Money talks

According to an International Labour Office working party 30,000 in average \$3.85 to send a delegate to the organization's three-week annual conference in Geneva, now in progress.

This means that for financing a 13-member delegation, the average size, from each member state, about \$600 is needed as well as the considerable cost of conference services such as interpretation and printing. All of course, on the world's taxpayers.

But the working party gloomily points out that even with this delegation average, it is still physically impossible to man all the conference committees needed for dealing with the items on the agenda.

So ILO is being forced to consider financing travel and accommodation of poorer countries' representatives itself in order to boost attendance. They may also have thought of trimming the agenda but do not say so.

In a piece of masterly understatement, the working party is aware of the serious difficulties "such a large new item of expenditure would create in view of the organization's current financial situation."

But it also recognizes the urgent need to reduce imbalances in the size and composition of delegations, raising from four (two government, one employers' and one workers' delegate, the minimum under the ILO constitution) to 25 or so.

Details of costs as given by governments for last year's conference at the top with \$78,895 (16 delegates) followed by the United States with \$76,960 (33 delegates).

The Australians have, of course, farther to travel. At the other end of the scale, with no distance to travel, spent \$14,242 (22 delegates).

Iraq and Iran each had 11 delegates but Baghdad's bill was \$43,951 while Tehran's was only \$24,021.

While Mongolia spent \$15,093 on its seven delegates, the Soviet Union apparently did not reply to the ILO questionnaire and East Germany just said it had paid, no details. The United Kingdom bill was \$27,436 (25 delegates).

Expenditures given did not include the cost of diplomats stationed in Geneva and temporarily attached to delegations as advisers.

Ladies in waiting

Women's Lib has found a new outlet for its energies in Women For Europe, a pro-European pressure group formed by Ursula Spinelli, the wife of Altiero Spinelli, EEC Commissioner for Industrial Policy.

Boasting 40 members from all over Europe, the new group wants to see women taking a greater part in European decision-making.

Hugh Stephenson

Where our regional thinking falls down

Exception was taken, I am told, to The Times coverage of the referendum campaign in parts of the country north of Potter's Bar.

It was caused by the fact that the illustration used with the pro-EEC feature articles showed the country anchored to the Continent between Kent and Calais. Whereas every schoolboy should know that British industry and continental Europe are in fact linked through Humberside and the east coast ports to Gothenburg, Oslo, Hamburg, Bremen, Amsterdam, Rotterdam, Zeebrugge, Ostend and the rest.

That is, however, more important ways in which an excessively London-and-the-south-east orientation has long damaged regional economic development.

The Cabinet "think tank" is even now looking at the effectiveness of the hundreds of millions of pounds spent directly and indirectly on regional policy. A tentative conclusion emerging in some regional minds is that regional policy has only served to reinforce the very structural weaknesses that caused the problem in the first place.

From an economic point of view, the main characteristic of the country's depressed regions is that they are heavily dependent on manufacturing and other industrial employment.

Service and professional employment is strikingly low. Even with manufacturing, the main pattern is of production facilities, answerable to a regional or head office elsewhere. "Until I came to live in Yorkshire," someone said to me recently, "I never really understood what Kwame Nkrumah meant by neo-colonialist exploitation."

The wood is hewed and the water drawn, by and large, in one place, while the professions, headquarters staffs and bankers have their being elsewhere. Regional policy for decades in this country has merely reinforced this pattern.

For in an industrial area with higher than average unemployment, the success or otherwise of regional policy has been measured first in terms of setting new industrial investment and secondly in providing new industrial jobs.

Typically, this has resulted either in

new capital intensive plant producing few permanent jobs or the introduction of some new self-contained manufacturing facility, but no associated administrative, service, or professional activity.

There has, as a result, been little or no "multiplier effect" on the whole level of economic activity in the region in question.

Further, when there is a general recession or a local cyclical downturn, the full effects of short-time working and lay-offs make themselves felt in a way which is not the case where office workers and service industries play a larger local economic role.

It would be interesting to know why, for example, a region like Yorkshire and Humberside has been successful in reducing its relative unemployment level. In 1970, when the national monthly average unemployment rate was 2.5 per cent, the Yorkshire and Humberside rate was 2.8 per cent. By 1972 the gap had widened to 3.6 per cent and 4.1 per cent respectively.

In the current recession the picture is quite different. On the latest figures

Yorkshire and Humberside are no worse than the national average. There is a growing feeling that this improved economic performance has to do with the conscious local policy of encouraging and attracting service, professional and headquarters activities into the area to redress the industrial imbalance, and to prime the local economy.

Policy makers, excessively concerned with London and the south, have come to regard office and commercial property development as activities to be discouraged, because of Centre Point and other things.

But the policies that have been introduced as a result, whatever their virtues in London, risk severely damaging the interests of regions crying out for more of their share of such employment.

Higher wage and salary levels, more stable employment, and wider job opportunities go with clerical and professional work. The less developed regions need these "decision centres," quite as much as more subcontracted industrial employment.

Now the EEC can really start to shape its policies



M. Leo Tindemans: progress vital on economic and monetary union.

But in the long term these political discussions must take place, and the basis for them is likely to emerge towards the end of this year, when a report on the future of the Community is presented by M. Leo Tindemans, the Belgian Prime Minister.

M. Tindemans has already given one indication of a topic where he believes that the Nine must make progress, and it is an issue which touches on the raw nerve of all the disappointments of the past few years.

The issue is the question of economic and monetary union, once the fashionable theme for all European leaders, but dismissed recently by Labour leaders as "not quite as dead as the dodo, but almost."



M. Valéry Giscard d'Estaing: a warning for sterling.

The first thing to remember is that while the more obvious forms of British neo-cooperation will almost certainly come to an end, many hostages have been given during the referendum campaign to those who are hostile to the loss of sovereignty by the British Government.

Mr Wilson and Mr Callaghan both campaigned for the EEC, not as an idealistic European crusade but as a practical, down-to-earth business proposition.

It would be unrealistic to expect these leaders, having sold the Community on these lines, to switch round now and put forward some of the more far-reaching policies which they said during the campaign were not involved in voting "Yes".

Mr Niels Petersen, a Dane who now heads the special private office of Finn Gundlach, one of the 13 Commission members, put it: "A referendum campaign casts its shadow for years to come."

Mr Petersen speaks from personal experience. Before they joined the EEC the Danes voted 63 to 37 per cent in favour of membership, a margin almost as big as our own. This majority has not however made Denmark an uninvolved supporter of far-reaching integrationist moves.

Instead, partly because of assurances given to persuade doubters in the referendum, the Danes have been one of the most cautious countries in the Community, opposing such measures as a step towards parliamentary elections and attempts to broaden the scope of the Community.

It was a Danish minister, not a British one, who threatened to walk out of a summit meeting of the Community's leaders on the grounds that "I won a referendum for my country to join an economic community, and you keep trying to talk politics. Unless this stops, I shall have to go." At that meeting at least the political discussion stopped.

Regional Fund will make a modest contribution to helping regional problems, do something to mitigate the cost of our contribution towards the Community budget and provide some kind of token of Community concern with the plight of its less fortunate areas.

It will not bring prosperity overnight to Merseyside any more than the much larger regional incentives which Whitehall has tended out successfully in doing.

Although it is important that people should not expect too much to happen particularly in the next six months while the Community is trying to sort itself out, a warning of progress is under way. The most striking is the proposal for setting up a single "European Company" regulation.

Any company could choose to incorporate itself under this statute, and it would then be able to do business throughout the Community without having to convert itself to fit in with the various national company laws.

The most striking element of the proposal is the suggestion that companies should have two-tier boards and that the top, or supervisory, board should be made up of one third shareholder representatives, one third employee representatives and one third "independents" chosen by agreement of both sides.

So far the reaction of industrialist organizations has been hostile, but Commission officials claim that individual companies are showing much more interest in the scheme than they have done at any time in recent years.

In parallel with this proposal for a European Company (which the Commission hopes, perhaps optimistically, to see adopted by the summer of 1976), the Commission is going to put forward a Green Paper before the summer break this year, setting out its views on how the various national company boards should be harmonized, and in particular what role worker participation should play in the running of companies.

Commission officials stress that this Green Paper will be very "green" indeed, and the past experience of Commission initiatives which have resulted in no progress shows that they are wise to make this insistence. None the less, they hope that it will provide the basis for discussion and stimulate thinking.

A more practical, solid outcome is hoped for on a far-reaching proposal to open up public purchasing to contractors from all the member states, instead of the present de facto restriction to companies based in the nation placing the order.

The Community already has a rule which forbids this kind of

national discrimination in public works programmes, but it has had relatively limited effect. This is the kind of area where all the rules in the world cannot force a government to give a contract to a company from another country if it does not wish to do so.

The Commission has learnt from past public relations disasters such as the proposed standard European beer, which it was thought would abolish the traditional "bitter" in Britain even more effectively than the brewers have been able to do.

Now all the emphasis is on the practicalities of its proposals, rather than suggesting that by putting "Euro" in front of any product, a great blow has been struck for the benefit of mankind.

There is great concern also at making sure that in the process of setting up European standards, new barriers to trade are not formed.

There are also moves to standardize a framework of consumer protection, with proposals (already adopted by Ministers) which call for the standardization of national laws on the troubled question of, whether it is the manufacturer or the retailer who is liable for the efficiency and safety of products.

This consumer programme highlights the extent to which an agreed policy can sometimes turn out to be a great deal less precise than it sounds. Everyone agrees that the European countries should move towards the same rule on this question, but there is no decision yet on what that rule should be.

The legal framework of various activities is also being studied within the network of expert committees which have grown up in the Community institutions.

In 1972 the Commission put forward a complete set of proposals for a directive to govern banking. This caused a great deal of concern in the United Kingdom, which is used to a much less legalistic framework for its banking industry.

This proposal has therefore been dropped and a more limited initiative is being put forward on a step-by-step approach, the first step of which is hoped to be ready some time before the summer of 1976. It will cover five main issues—licensing new banks, setting up new branches, solvency and liquidity ratios, third country banks (particularly the United States bank, in practice) and cooperation between banking authorities.

Only the first part which involves a new departure is causing great problems of these issues, but the British are having difficulty accepting the field which the regulations should cover. There is still some dispute about whether it should apply to building societies, trustee savings banks and other such organizations.

This directive, like many others at the present stage of the Community, will not involve any immediate changes in the practical experience of bankers. Instead, it will set the framework within which future practical changes may occur.

As a senior official put it: "What we are trying to do is to get the horses pointing in the same direction for the start of the race." Where that race will end, and who will be the winner and the losers in it, no one as yet knows.

David Blake

NEW ADDRESS

From to-day



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FINANCIAL NEWS AND MARKET REPORTS

Mining finance-house shares ignore metal prices

Food and C Int and M
On Thursday and Friday, cash prices fell by more than 10% to 13, pushing them even further into the distance. Hopes of recovery in the price to economic levels, let alone the necessary 1980 or so required, to stimulate investment in new mines.

Yet the shares of the copper mining houses were largely unaffected by the bulk of the recovery attributable to profit-taking after the stimulus to the mining houses on the back of the surprisingly good figures on Charter Consolidated.

Copper is now much in line with the prices established at the beginning of January. Yet the share price has risen to a level above the current 1950, despite the most near certainty that current year earnings will plunge from 25p to 15p a share—and that could be optimistic.

With sentiment in the market generally behind a few shares, the bull market has been established. Fielding, Jewson-Smith has just issued a

study, the first as a weekly service, which points to the R320 index as the dominant factor behind movements in mining house shares rather than gyrations of the relevant metal prices.

From a common base at from January 1973, Charter and RIZ have followed the fortunes of the index much more closely than many of its competitors. Consolidated Gold Fields broke away at the start of last year when gold, after a breather, surged ahead and put on 570 in about four months.

But before the end of that short period, the share price ratio to the index was swinging back into line. Now that gold is at its best holding steady, the price for dividends is maintained, let alone raised, over the next year has been cast aside in the share performance.

Or, as Mr Donald McCall, chairman of Consolidated Gold Fields, indicated in these columns recently, the outlook is for group earnings to be maintained next year, indicating a probable historic and prospective p/e ratio, post the recent rights issue, within half a point of that of the 500 index.

Mining

Selection Trust has only begun to move within the last year. Obviously the Broullian base metal/gold demand in Quebec has been the dominant influence although the group's exposure to gold through both Southval and the one-third stake in Unisel have been contributory factors. It is thought that the Broullian gold assay results may emerge within the next two weeks.

Diamonds optimism

Although diamond sales by the Central Selling Organization, the De Beers marketing operation which handles 85 per cent of world diamond sales, will

undoubtedly show a decline in the first half of 1975 below the R520m seen in the corresponding period of last year, there are some grounds for optimism.

Taking as a rough guide, export sales of diamonds from the United Kingdom, were worth £151m in the first four months of this year compared with £163m the previous year. It should be pointed out, however, that January 1974, turned out to be a mere £17.5m—thanks to a poor "sight" at the close of 1973.

If the May figures show the continuance of the rapidly improving 1975 trend then the R329m of the closing six months of last year will at least be surpassed.

De Beers' margins are almost always higher in the second half of any financial year—thanks, probably, to a greater proportion of sales of its own products where discounts and certain financing costs are not brought into play. While it is the higher value diamonds that at the moment are proving particularly

slow-moving, Consolidated Diamond Mines in South West Africa is to raise production this year from 1.57m to 1.77m carats.

And here one is talking about a mine which is probably the world's largest producer of quality diamonds above two carats and thus the most exposed in present market conditions.

Thus a contradiction appears to come into existence. Why should De Beers raise production in a depressed market, unless there is a chink of light ahead—although possibly some attention should be paid to the political overtones.

At present, the general market expectation is that De Beers' current year earnings will drop from 55 cents to around 45c, implying a p/e ratio of 10 with the shares at 290p. But I believe this may well prove a little too harsh and would hazard rather maintained earnings. But I will return to this point again.

Andrew Wilson

US observers see price of silver hitting a \$9-\$10 peak eventually

Commodities

Although the recent announcement that the United States Government will auction 500,000 ounces of gold later this month has had a depressing effect on the price of silver—on the day of the announcement the New York spot price dropped 12 cents—there are optimistic forecasts in America about the future course of the metal.

One set of predictions has been made by Green's in their commodity market comments. They say that although United States domestic consumption of industrial purposes was lower—possibly by 10 per cent—in the first quarter of this year than during the last quarter of 1974, the 1974 average price of \$4.71 an ounce will be exceeded this year, reaching \$5.50 to \$6 levels—peaking out between \$8 and \$10.

As support for this contention Green's point out that during the second half of this year the United States Mint began producing bicentennial proofs and 40 per cent uncirculated silver coins. They believe that the minting of bicentennial coins will use up more than the stock of 40 million ounces of silver and they comment that if a new record high price could occur in 1974 when, according to the president of the Silver Users' Association, there was no shortage of the metal, "we dread to think of the price when the shortage is recognized by the SIA".

Nor do Green's think that the United States Government will sell its remaining silver stocks, which total 140m ounces, even though the SIA president believes that Congress will soon have a hearing on the silver stockpile release and may sell its remaining silver stocks. "Our belief is that the silver stockpile release Bill is dead for the foreseeable future."

Another factor which

strengthens the price predictions is that according to the managing director of the 1976 Olympics coin programme, only one quarter of the 50m ounces of silver required for Olympic coins has been delivered.

Allowing for current stocks, a further 25m ounces will have to be bought between now and the first quarter of 1976 (production will cease when the Games begin in the summer of 1976).

And still more optimism

Optimism about the future silver price is shared by the commodity division of Merrill Lynch in the United States, which has produced a situation report on the metal. Merrill also believes that values could reach or exceed the \$5 level during the second half of this year and thereafter go to \$6, \$9 or even higher. The prediction is based on continually diminishing supplies because of production deficits. The 1975 deficit is estimated at 156m ounces—growing demand by industry and speculative interests.

Pointing out that there are hopeful signs that the decline in the metal's price may slow down in the near future, Merrill forecast that this suggests a transitional period from defensive silver prices to one of emerging bullishness.

Jamaican sugar hope

Hopes of a 50,000-ton improvement to 350,000 long tons in the Jamaican sugar crop in the current year have been expressed in London by Mr G. Arthur Brown, governor of the

Jamaican Central Bank, who was here in connection with a \$33m five-year Eurocurrency loan for his government.

Such an increase in the sugar crop would be timely as Jamaica is expecting to earn at least \$140m by supplying sugar to Iran under a long-term agreement. This calls for a supply of 50,000 tons annually over the next seven years.

Mr Brown said that the price Iran would pay this year would be based on world market prices but in subsequent years it would be based on the "floor" price set by the European Economic Community plus a "bonus" based on the difference between the world and EEC sugar prices.

During the last quarter of 1974 and for the first month or two of this year Jamaica's finances were greatly helped by the "explosion" in sugar prices which increased the value of her exports. But this was a passing phase and her other main exports, cotton, bananas, was hit by bad weather and increased local consumption in 1974.

Welcome though the Iranian agreement must be to the Jamaicans, any increase in demand will probably have to be met by stepping-up production from existing acreages, rather than increasing them. A high proportion of Jamaican land is unproductive, owing to steep rocky slopes and large tracts of poor soils.

Furthermore, only about half the cane production comes from estates the rest being cultivated by some 7,000 cane farmers. Many of the smaller ones are only "part-timers" as they also work on the factory estates.

Expansion
Talking of Iran, London broker Radcliffe Wolf last week opened an office in Tehran, their sixth overseas.

Their representative there is Richard Klingworth, who was a Wolf man before going on to New York to spend four years with leading metal trading houses.

It is no accident that the new office has opened at a time when all sectors of Iran's economy are expanding spectacularly.

Wallace Jackson

Commodities Editor

Weekly list of fixed interest stocks

Stock	Price	Yield	Stock	Price	Yield
W & W. 7 1/2 Deb	100.00	6.00	Commercial S. L. 1942	98.00	5.10
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Secretarial and General Appointments also on page 23

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WANTED: Large quantities of
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Broadcasting

Have you missed your double dose of cops and robbers? Take heart. It looks as if the Kojak (BBC1 9.25) really will be followed tonight by that earnest pair in the Streets of San Francisco (ITV 10.30). But a formidable cast has been enlisted in Churchill's People for tonight's Spithead mutiny (BBC1 10.10). Horizon, the science programme, busies itself with some new ideas on architecture and the environment (BBC2 9.30) but Look, Stranger eyes an age-old way of life (BBC2 7.45). Those Likely Ads (BBC1 7.40), even in a repeated series are still bound to make you laugh.—L.B.

BBC 1

6.45-11.00 am, You and Me.
1.30-2.00 pm, Amos and Andy.
2.30-3.00 pm, Mandy Patinkin.
3.30-4.00 pm, The Changers.
4.30-5.00 pm, The Changers.
5.30-6.00 pm, The Changers.
6.30-7.00 pm, The Changers.
7.30-8.00 pm, The Changers.
8.30-9.00 pm, The Changers.
9.30-10.00 pm, The Changers.
10.30-11.00 pm, The Changers.

BBC 2

7.05-7.30 am, Open University.
7.30-8.00 am, Open University.
8.00-8.30 am, Open University.
8.30-9.00 am, Open University.
9.00-9.30 am, Open University.
9.30-10.00 am, Open University.
10.00-10.30 am, Open University.
10.30-11.00 am, Open University.
11.00-11.30 am, Open University.
11.30-12.00 pm, Open University.

Thames

12.00-1.00 pm, The Great Western Musical.
1.00-2.00 pm, The Great Western Musical.
2.00-3.00 pm, The Great Western Musical.
3.00-4.00 pm, The Great Western Musical.
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9.00-10.00 pm, The Great Western Musical.

ATV

12.00-1.00 pm, The Great Western Musical.
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Southern

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Westward

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Yorkshire

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Scottish

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Grampian

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